AUCTION SALES.
ELISON & FOSTER.
K OUT! LOOK OUT!
FOR THE GREAT
UCTION SALE
OF
Residence Lots
IMMEDIATELY ADJOINING
OLDT PARK STATION,
ON
ESDAY, Aug. 19,
At 3 o'clock, on the Grounds.
...ust Property is on the Chicago, Milwaukee & ...ilroad, located on Central Park, Tinkham, ... and Lawndale-ays. These lots form a part of ...division. Every lot is supplied with pure ...water free to all occupants. Grand-av. is now ...ed, which will have a continuous drive to the ...e city. These lots are distant one half mile ...est Northwestern Car Shops, and directly west ...t Park. Communication over the St. Paul Road ...ame as street car fare, and the distance about ...from the depot at Madison-st. bridge. The St. ... has already established on this property its ...own as Humboldt Park, with a guarantee that ...ondation trains shall stop there to take up and ...passengers. This road will come into the city ...t., and land its passengers at the Pittsburgh ...me Depot, at the west end of Madison-st. ...would be difficult to conceive of better facili- ...ed and cheap communication with any part of ...as are here furnished. Parties desiring property ...ation or occupation, should not fail to attend ... This perfect—a printed abstract furnished ... Terms of sale—10 per cent cash at time of ...r cent in 30 days, balance in 1, 2, and 3 years, ...est interest. A free train of cars will start ...olph & Ft. Wayne Depot, at Madison-st. ...Thursday, August 21, at 2 o'clock, returning ...Tuesday, August 19, at 3 o'clock, returning ...ale. The Mammoth Tent, used only by Elison ...will be erected on the ground. ...TRAIN OF CARS will start from the Pitts. ...Ft. Wayne Depot, at Madison-st. bridge, on ...August 19, at 1 o'clock, stopping at Halsted-st., ...nue, and Western-av., returning after the sale. ELISON & FOSTER, Auctioneers.
...e Elegant Private Residence,
...O. 845 PRAIRIE-AV.,
BEAUTIFUL AND RICH
URNITURE
AT AUCTION,
...ESDAY MORNING, Aug. 20, at 10 o'clock.
...ant Black Walnut Parlor Sets, very ...inish; Superb Chamber Sets, with ...ng Glass, newest pattern; Body Brus- ...pets through the house; Dining-room ... Kitchen Furniture, Extra Beds, and ...; best White Hair Mattresses, in ...t a short time; together with the en- ...rniture, Crockery, Glassware, &c., &c. ...Pony Phaeton & Single Harness. ELISON & FOSTER, Auctioneers.
FIRST
eat Auction Sale
AT
TH ENGLEWOOD.
400
SIDENCE LOTS
Sold in Lots, or by the Block,
to Suit Purchasers,
Thursday, Aug. 21,
2 1-2 o'clock p. m., on the Ground.
...Subdivision on Halsted-st., north of ...st., between Eighty-fourth and Eighty-sixth- ...fronting on Green, Peoria, Sangamon, and Mor- ...and is splendidly laid out, with graded ...ewage. South Englewood is destined to be ...Chicago's finest suburbs. It is situated on the ...Ridge, 32 feet above the level of Chicago, di- ...ce of the city, Halsted-st. passing through it. ...ground, which is 200 feet in width, connects with ...Parks. Halsted-st. is 66 feet wide, and all other ...are 66 feet wide. The streets are all graded, sidewalks laid, ...a number of shade trees set out. There is a ...ol house, and some fine residences are already ... Stock to the amount of $15,000 has been sub- ...o hotel and a church, and several stores will ...ed. Parties owning adjoining property are ...contract to erect stores. Building is now in ...ress. About twenty buildings are in course of ...six of which are brick with handsome swell ...This is the only point at which Halsted-st. and ...-av. are accessible by railroad. Vincennes-av. ...t are in perfect condition, thus affording ...ree to the parks and city. The railroad facili- ...ent, thirteen daily trains stopping at the depot, ...ithin 30 feet of this property. Commutation ...ets cash way. A SPECIAL FREE TRAIN ...the Rock Island Depot on Van Buren-st., at ...day of sale, and return at 3 p. m. Free tick- ...will be furnished by A. & A. D. BELLA- ...5, Nos. 127 and 129 LaSalle-st., or of ELISON ..., 97 Market-st., or at the train.
...OF SALE—10 per cent at time of sale; 25 per ...days; balance in 1, 2, and 3 years, with ...est. Title perfect. Printed abstracts furnished ... A mammoth pavilion will be erected on ...for the convenience of those attending the ...
...free train will leave the Rock Island depot, on ...-st., at 1:30 p. m., on day of sale, stopping at ...and, Thirty-first, Thirty-ninth, and Forty-sec- ...and Rock Island Car-Shops, and return at 5 ...
N & FOSTER, Auctioneers.
WM. A. BUTTERS & CO.
UCTION SALE
OF THE ENTIRE STOCK OF
RRIAGES,
...etons & Buggies,
...t No. 315 State-st.,
...esday, Aug. 19, at 10 o'cl'k.
...LE PEREMPTORY, FOR CASH.
WM. A. BUTTERS & CO., Auctioneers.
A. BUTTERS & CO.,
GENERAL AUCTIONEERS,
ROOMS, BOWEN'S BLOCK
15 & 17 East Randolph-st.
Buggies,
On WEDNESDAY, August 20, at 10 o'clock.
Dry Goods, Clothing, &c.,
On THURSDAY, August 21, at 9½ o'clock.
Household Furniture, &c.,
By HODGES & CO.
...ortvale residence NO. 356 PARK-AV.,
D BEAUTIFUL FURNITURE!
ON, TUESDAY MORNING, AUG. 19, at 9 ...at Black Walnut Hair Cloth Parlor Suit, ...Marble Top Bed-Room Suits, Mattresses, ...Carpets, Crockery, and 5-ply Ingrain Carpets ...House, and Spring Mattress, Dining-Room ...Kitchen and Laundry; also a ...Crockery, Glassware and Cutlery, and ...Cooking Range, the Diamond; 1 Parlor ...Light, Safe and Counter, and other ...are going South. Between Calhoun ... and Fuller-st. ...& CO., Auctioneers, 353 West Lake-st.
MORTGAGE SALE.
...DAY, August 19, 1873, at 9 a. m., I will sell ...Chancery, at Public Auction, the contents of the front ...of South Halsted-st., consisting of Dining-room ...Elements, Glassware, Paints, Oils, Glass, ...
LEWIS BARTHA,
Constable and Auctioneer.

The Chicago Daily Tribune.

VOLUME 26. CHICAGO, TUESDAY, AUGUST 19, 1873. NUMBER 364.

COAL.

COAL! COAL!

F. H. SHEPHERD,
108 & 110 Dearborn-st.,
DEALER IN
HARD AND SOFT COAL,
OF ALL DESCRIPTIONS.
INDIANA BLOCK COAL
MINED BY THE
Central Block Coal Co., of Brazil, Ind.

The Company have never shipped any Coal in Chicago ... the fall; and their Coal being free from Slate, Rock, ... and making no clinkers, insures its being the ... Block Coal in the market.

Retail Price, $7.50 per ton delivered.
Liberal reductions made on Car Load Lots. ... for steam.

Coal. Coal.

MINER T. AMES & CO.,
PRINCIPAL OFFICE,
1 West Randolph-st.

Lump Lehigh	$11.50
Lackawanna	9.50
Cannel	10.00
Blossburgh	9.00
Valley Hill, Erie, and Briar Hill	9.00
Lehigh Valley	8.00
Hiawatha	8.00
Hodge's Indiana Block	8.00
Wilmington	6.00

WHOLESALE AND RETAIL.
Liberal Reduction made on Coal by the Car Load.

COD LIVER OIL.

WILLSON'S
CARBOLATED COD LIVER OIL
Is a Specific and Radical Cure for
CONSUMPTION
AND SCROFULOUS DISEASES.
Remember the name, "Willson's Carbolated Cod Liver Oil," and insist on having it. Each bottle bears the inventor's signature, and is sold by the best Druggists.
Prepared by J. H. Willson, 83 John-st., N. Y.
For sale by all Druggists.
Wholesale Agents:
HURLBUT & RDSALL, Chicago.
RICHARDSON & CO., St. Louis, Mo.

INSURANCE.

THE PEOPLE'S
INSURANCE CO.,
OF MEMPHIS, TENN.
CASH ASSETS, - - $365,029.91
This Company having entered the agency field with assets as above stated, and liabilities including reinsurance fund amounting only to $5,000, has already complied with the Insurance Laws of New York, Pennsylvania, and Illinois, and is about to enter the other Western States. Applications received and policies issued by
F. A. MITCHELL, Agent,
154 LaSalle-st.

RANGES, &c.

BOYNTON'S
HEATING FURNACES!
"Our Favorite" Ranges, "The Cabinet" Cook Stove, Stationary Heaters, Heating Stoves, Tuttle & Bailey's Radiators, &c.
These goods are the very best manufactured, and are ... in every respect. The BOYNTON FURNACE ... the only one that will heat all the different rooms ... same degree of warmth at the same time, and ... a large number of every description. Heating and ventilating ... by attended to. Estimates made on short ... Warm air flues put in new houses, or those ... ing up without working furnace or cooking arrange- ... to attach to ground for stove-pipes.
ELIAS A BROWN, 2 Lake-st., Chicago.

COMMISSION MERCHANTS.

ESTABLISHED 1854.
D. W. IRWIN & CO.,
General Commission Merchants,
FLOUR, GRAIN, PROVISIONS,
BARLEY,
Bought and shipped or carried on margins in Chicago Market.
No. 2 Chamber of Commerce, Chicago.

SCHMIDT & LAPRENTZ,
COMMISSION MERCHANTS,
And Wholesale and Retail Dealers in Flour and Feed.
2 North Wabash, South Side Branch, 440 Wabash-av.

WRAPPING PAPER.

MANILLA
WRAPPING PAPER.
CULVER, PAGE, HOYNE & CO.,
118 and 120 Monroe-st., Chicago.

FOR SALE.

BUSINESS CHANCE.
FOR SALE—To close the estate of the late S. W. H ... of New York, our Western Branch, 181 East Mad- ...Chicago, with the sole control of our agency for ...'s Cincinnati, and Penn. Collieries. This is a splen- ...id opportunity, seldom offered.
E. V. & W. WARD, Executors,
181 East Madison-st.

CLOSING OUT!
TURPIN, COTTRELL & CO., 52 State-st., are closing out their entire stock of Hardware, Table and Pocket Cutlery, at 10 per cent below cost.

Spectacles and Eye Glasses,
At J. G. LINGQUIST'S, Optician,
...Wells-st., between Washington and Randolph.

FINANCIAL.

DIG.
We collect claims against parties throughout the United States and Canadas. If they want pay we publish the ... by collecting subscriptions in a few days. PLA- ... MERCANTILE COLLECTION AGENCY, 10 ...

MUSICAL.

SMITH'S
AMERICAN ORGANS!
NEW STYLES!
NEW CATALOGUE!
NEW PRICES!
Over 2,000 now in store. All orders from dealers filled with dispatch. Also Grand, Square, and Upright Pianos for rent or sale.

W. W. KIMBALL,
Cor. State and Adams-sts.

STEINWAY
Grand, Square & Upright
PIANOS.
FIRST of the Grand Gold Medals of Honor, Paris, 1867, awarded to STEINWAY & SONS.
The most perfectly arranged and the largest Piano Manufactory in the World.
One Piano Every Working Hour You Please Every Day!
AN UNLIMITED GUARANTY FURNISHED WITH EACH INSTRUMENT.
Other good Pianos, both new and second-hand, constantly on hand.
SMITH & NIXON,
GENERAL AGENTS FOR THE NORTHWEST,
162 AND 164 STATE-ST.

REAL ESTATE.

PEREMPTORY SALE
OF
Michigan-av. Property
AT AUCTION.
Wednesday Afternoon, Aug. 20, 1873,
AT 2½ O'CLOCK P. M.
ON THE PREMISES.
We shall sell, without reserve, the north 40 feet of Lot 25 in Spring's Subdivision of Section 22, Town 39, Range 14.
This property is located on the east side of Michigan-av., between Fourteenth and Sixteenth-sts.
Title perfect. Free of incumbrance.
TERMS—One-sixth cash on day of sale, one-sixth in 30 days, one-third in one year, one-third in two years, with interest at 8 per cent.
WM. A. BUTTERS & CO.,
Auctioneers.

WILMETTE.
We are offering at this point, on the Lake shore, near Evanston, some of the choicest Grove Property in the vicinity of Chicago. A new depot, and a number of fine dwellings are in course of construction upon this tract, which, at PRESENT LOW PRICES, affords both for investment and home a most desirable opportunity. We have also several choice lots now in store, ready for building, with large shade trees, stone walks, sidewalk to station, etc., for sale on easy terms. Our property has convenience to station, and there is ample railway accommodation.
C. D. PAUL & CO.,
No. 68 Washington-st.

Given Away!
160 LOTS, 25x125 feet, in a beautiful suburban village. Commutation fare, 25c. Only $10 per lot. Abstracts and improvement of streets. Tickets furnished to view the property.
PHILLIPS & CO.,
134 LaSalle-st., basement.

ARTISTIC TAILORING.

"A Word to the Wise."
Our Fall and Winter Fashions are issued. We have just placed on our Counters a good assortment of FALL and WINTER BROWSERINGS, SUITINGS, and BEAVERS.
We Discount TEN PER CENT on all Garments ordered of us during remainder of August, 1873.
WEDDING GARMENTS a Specialty.
SERVANTS' LIVERY made to measure.
EDWARD ELY & CO.,
IMPORTING TAILORS,
WABASH-AV., cor. Monroe-st.

ESTABLISHED 1854.

SPORTING GOODS.

"BREECHLOADERS"
$35 And upwards, in every desirable style and price.
Also, a large assortment of fine Muzzle Loaders.
BIGGS, SPENCER & CO.,
335 Wabash-av.

SHOOTING SEASON!
Parties Shooting over muddy ground this year, than ever, will find Water-Proof Cartridges, sold by WM. READ & SONS, 107 Madison-st., make Water-Proof Outfits at very low prices.

WANTED.
I am prepared to pay a liberal salary or commission to two or three first-class Advertising Canvassers. References must be the best. Situation permanent if applicants give satisfaction.
H. L. TURNER,
107 Fifth-av.

MEETINGS.

Attention, Sir Knights.
Stated Conclave of Apollo Commandery, No. 1, K. T., this (Tuesday) evening, at 8 o'clock, at Hall, 158 Twenty-second-st. Business and work on R. V. Order of Malta, second degree. By order of the E. C.
E. B. V. LOCKE, Recorder.

Masonic.
Adelia Lodge, Adelphic.—The members of Adelia Lodge are hereby notified and respectfully requested to meet at Masonic Temple, corner Halsted and Randolph-sts., to escort the remains of our late Brother, Thomas Mahon, to Kinsley Depot and Roseland. All Master Masons are respectfully requested to attend. Trains to Roseland leave at 1 p. m. By order
C. H. CRANE, Secretary.

Masonic.
The members of Wm. Rounseter Lodge of Perfection are requested to meet at the Masonic Temple, corner of Randolph and Halsted-sts., at 11 o'clock, p. m., this day, for the funeral of our late Brother Morton. Brethren of other bodies are also invited to attend. By order of the M. P. M.
H. M.

Masonic.
Mizpah Lodge, No. 382, A. F. and A. M., meets this (Tuesday) evening, at 7:30 o'clock, at Hall, 158 Twenty-second-st., to be present. Business of importance to all. By order of the W. M.
A. B. STILES, Sec.

Masonic.
Ashlar Lodge, No. 338, A. F. and A. M. Regular communication this (Tuesday) evening, at their hall in Masonic Temple, for business and work. The fraternity cordially invited.
C. B. CRANE, Secretary.

BEANE'S CRIME.

Additional Particulars of the Sag Bridge Disaster.

The Number of Dead Increased to Seventeen.

The Total Number of Killed and Wounded Now Fifty-one.

Coroner's Inquest on the Bodies of the Victims.

Supt. McMullen Explains the Rules Governing the Running of Trains.

He Casts the Responsibility of the Collision on the Freight Conductor.

Important Statement of the Lemont Station-Agent.

The Engineer of the Coal Train Arrested and Imprisoned.

Efforts to Capture Beane---Interview with His Wife.

Arrangements for the Burial of the Dead.

Everywhere in the city the theme of conversation yesterday was the railroad disaster. It was a subject of interest to everyone, for none know how soon they or their friends will be victims of the carelessness or recklessness of railroad employes. The feeling was intense, and all sorts of opinions were ventured relative to the matter, the usual concurrence of opinion being, however, that the blame rested with the conductor and engineer of the coal train. Nothing could excuse them or palliate their crime, and, whether they are punished by the law or not, they stand condemned by the powerful verdict of public opinion.

THEIR RESPONSIBILITY.

Nothing could let them out of the responsibility, for the rules of the road were violated. The fact that the passenger train was behind time when leaving Willow Springs did not lessen their culpability, for, if they had to wait all night, it was their duty to wait until the passenger train was safely by, or until they were ordered to move. Many persons debated the fact that the passenger train did lose time in taking on the sleeping-car at Willow Springs, and not a few contended that if that train left Willow Springs on time it would have reached Lemont before the coal-train left, or before it had proceeded far, and when, having little momentum, it would not have produced such fearful results, even had the collision occurred. From this it was argued that no train on a railroad has any business being behind time.

A STRANGE FATALITY.

That one accident on a road imperils trains along the whole length of the line seems to be a justifiable inference. Had not the train coming from St. Louis been delayed by the wreck of freight trains at Funk's Grove, near Bloomington, it would have reached Chicago at 8 o'clock, in time for the sleeping-car to be attached to the southern-bound train leaving at 9. That would have obviated the necessity of delay at Willow Springs, and perhaps would have avoided the accident, for it was just possible that the passenger train could have made Lemont before the coal train pulled out en route for destruction. There is a prevalent superstition among railroad men that, when one accident happens, two others are sure to follow, and it may not be mere superstition, for, when the road is blocked, the whole line is thrown out of gear, trains and men are demoralized, and that precision and careful traveling so essential to safety are succeeded by a looseness as regards time, and by trains running wild, and moving at more than the ordinary speed.

ANOTHER MATTER

commented upon was the fact that all roads pay high salaries to competent and reliable men to serve as conductors of passenger trains, while freight trains are in charge of a cheaper and an inferior class of men, although the safety of passenger trains depends much on the proper management of freight trains.

There was some feeling expressed because old did not reach the wreck sooner, it being thought by the friends of many of the dead that if medical assistance had been more promptly rendered some of the wounded might have survived. With reference to this matter,

MR. M'MULLEN,

the General Superintendent, said he felt that all that could have been done under the circumstances was done, and the idea that the officers of the road could have ignored the claim on their humanity, or have hesitated or delayed in sending succor, was to him exceedingly unpleasant. As near as he could fix the time, the collision occurred at 10:20. A man had to travel three miles to Lemont to send a telegram to this city, then a hack had to reach the Superintendent's house, No. 720 West Adams-street, which took time. He left his house at 11:30, and rode at fast as the horses could run to the depot, sent hacks to all the doctors he could think of, had the train prepared, and at 12:30, one hour from the time he left his house, rolled out on the road.

THE RELIEF TRAIN

was compelled to travel slowly, as they did not know what trains were on the road between them and the wreck, and a journey that could have been made in half an hour by daylight took them just twice that time in the darkness. The wreck was reached at 1:30, and the wounded were cared for as well and as tenderly as the condition of things permitted. Aid from Lemont had reached the scene before the Chicago train arrived.

THE COMPANY,

by all accounts, spared neither money or trouble to make the best of the bad state of affairs. Doctors were engaged to treat the sufferers, the hotels were ordered to send their bills to the railroad, undertakers were employed to perform their sad offices to the dead, friends were telegraphed to, and the remains forwarded wherever desired, and passengers who were compelled to stay in the city over Sunday had their expenses paid. When the list of names was made out, messengers were sent over the city and telegrams through the country to find out something regarding the dead and wounded, and to learn the wishes of their friends.

ANXIOUS INQUIRIES

were in circulation regarding the survivors and their chances of life. The County Hospital was besieged by friends of those who were inside. Many of them were surrounded by relatives who had been summoned by telegraph. The death-roll has increased since our last report. The names will be found below. Numbers of persons sought missing relatives who might have been on the train, but whose names might have been misreported, and the bodies in the Morgue were examined with a view of identifying them.

THE MORGUE SCENE,

where Capt. Jack Smith and Mr. Fleury lay, was visited by many persons who knew them, and were anxious to learn their fate. The special train with the party from Springfield arrived early in the morning. The party consisted of Gov. Beveridge, John Bunn, James Beveridge, Frank Fleury, brother of the wounded man, and Capt. Lestle, brother of Mr. Lestle, who was killed. The Governor, Mr. Smith's children, his son-in-law, Mr. George W. Parrish, Dr. McVicker, Dr. Hollister, Mr. Bunn, Mr. James Beveridge, and a few other friends surrounded Mr. Smith's bedside when the supreme moment came, about 5 o'clock a. m. the morning. The sufferer had been unconscious for several hours, but was sinking fast. He passed away peacefully and without a struggle. Mr. Fleury began to sink after Mr. Smith died, and suffered terribly until 11 o'clock, when his sufferings ceased forever. Mr. Frank Fleury watched by his bedside from the time he reached the hotel until all was over. The remains were laid out soon after. Mr. Smith's family went to Joliet by the 9 a. m. train. The bodies of Mr. Smith, Mr. Fleury, Mr. Divelbliss, and Mr. Lestle left in a funeral car at 9 o'clock last evening. Mr. Smith's family joined the cortege at Joliet, and the City of Springfield will mourn to-day as the four funerals move slowly and sadly through the streets to the peaceful cemetery at Oakridge, where the bodies will be interred. The Governor went with the train last evening, and sent in advance a telegram to the Secretary of State stating that as Governor he would join the citizens of Springfield in paying this last tribute of respect to the lamented dead.

MR. L. A. HAWLEY,

the express messenger who was injured, was one of the best known men in Dwight. Mr. H. D. Colvin, Manager of the United States Express Company, attended to all his wants while he remained in the city, had him furnished with medical attendance, and did all that kindness and forethought could suggest. He gave orders to man at Dwight to await the arrival of the train and carry Mr. Hawley home. Mr. Hawley will probably recover. He is 19 years of age, and was in charge of the regular messenger on that trip, his own route being between this city and Dwight. When the express car collided he managed to climb through the roof, and in that way escaped the worst effects of the steam. The safe in his charge contained about $60,000. None of the express property was lost.

MR. RUSTON,

the Station-Agent at Lemont, was in the city yesterday, attending the Coroner's inquest. He said that he did not see the conductor, as stated by Dr. Pierce; that the Doctor was mistaken in what he told him; that what he did say to the Doctor was that he asked the brakeman if the coal train was running on No. 4's time. He put the interrogatory as the train was moving out of the depot. The brakeman replied he did not know, and when asked where the conductor was, answered that he was ahead. Mr. Ruston thinks the brakeman should have put forward to the engineer, and have informed the conductor of the probable danger. He then was told from Bloomington that the trains would meet, and listened until he heard the concussion, when he went to work to prepare for the worst, and got up the relief train. The operators at Bloomington and Mr. Huston actually knew the collision was going to occur, but were helpless to avert the catastrophe.

JUDGE BECKWITH,

Attorney of the railroad company, swore out warrants yesterday before Justice Scully, charging the conductor Beasie, and the engineer Pullfinger, of the coal-train, with manslaughter. Pullfinger was arrested in the city, and locked up in the Central Station, and an officer was dispatched to Joliet to secure Beasie. He was not away after the disaster and was understood to be hiding in the vicinity of that town. He has not yet been arrested. Mr. Beckwith thinks that they can be convicted under the statute treaties of manslaughter, and thinks they should be. The Company will turn them over to the authorities, and will render every assistance in its power to have them indicted and convicted if implicated. The Judge believed there should be a statute hearing directly on cases like theirs; that the public safety demanded it, and he hopes the Legislature will next winter pass a law inflicting heavy penalties on railroad-men who disobey their instructions and risk human life, whether life is sacrificed or not. Public opinion demands the punishment of these criminals, and no stone will be left unturned to mete out justice according to their deserts.

THE CULPRITS.

Pullfinger was arrested at his house, No. 14 South Curtis street, by Officer Tyrrell, and was locked up at the Central Station, about 11 o'clock yesterday morning. He feels confident that he will be acquitted, and seems deeply grieved that any part of the blame should be cast upon him. He stoutly affirms that his watch had become deranged, and was fifty minutes slow, as he afterwards discovered, when his train left Lemont. Otherwise he would not have left that station.

THE RAILWAY MANAGERS

have united with the police authorities of this city in a vigorous search for Beasie, as the following letter, received by Mr. Washburn at an early hour last night, will show:

DEAR SIR: The Company desires the arrest of Edward Beasie, wherever he may be, without regard to time, trouble, or expense. If in your judgment additional officers should be sent in pursuit of him, send at once as many as you think proper, and to such places as you may think proper. Use the telegraph lines freely. In short, arrest Beasie if it is possible to do so. The Company will pay all expenses. Yours truly,
J. GAGE, General Solicitor.

A very large number of men are in pursuit of Beasie, and his capture would seem to be but a question of time. The city detective department is being used without stint to bring about his apprehension, and news of importance is anticipated at the Central Station at an early hour this morning.

THE AFTERNOON PAPERS

On the trains of the railroads entering in Chicago, the accident was an engrossing subject of conversation. It was especially so with the passengers of the Chicago & Alton Road. Those on the trains from the north related, and shuddered as they talked, what they had seen and heard to way-station travelers; and passengers from the south were greedy for papers containing an account of the catastrophe, so greedy, indeed, that although the train-boys had bought double their usual supply, at Bloomington, midway between Chicago and St. Louis, not a paper could be purchased; some were given away, but the consideration was worth more than half a dime. Those were many passengers on the train which arrived late last evening who knew so little of the location of the scene of the accident that, when 75 miles away, quite a crowd assembled on the platform of the rear car to catch a fleeting glimpse of the wreck. They grew weary before the fatal spot was reached, and their places were occupied by those better informed as to its location. At 6 o'clock last evening the wreck, from a distance, looked like the smoking logs of a camp-fire, on either side of the track for a distance of fifty yards or more. A closer sight revealed to the beholder something of the

AWFUL NATURE OF THE CATASTROPHE.

Workmen were engaged all day yesterday in attempting to clear the track and place the fragments of the wreck upon cars, that they might be transported to the shops at Bloomington. The track was cleared at an early hour yesterday morning, and when the wrecking gang quit work at sundown last evening, four flat-cars had been loaded, and the wreck considerably cleared away. Enough remained, however, to enable the beholder to picture vividly the collision and what succeeded it. On one side of the track were the ruins of the passenger engine. It lay just as the force of the collision had left it, bottom side up. It is so smashed and begrimed that one would hardly call it an engine without previous information. Beyond it stood the wreck of the baggage car, the box broken in twain and the trucks run from under it. The opposite side of the track is more suggestive of horrors. Approaching the wreck from the south, almost the first thing one sees is

THE FATAL SMOKING-CAR,

its sides and top being whitened by the scalding steam, making strongly and appropriately suggestive of a sepulchre. The trucks are burned over, and protrude from the sides and top of the car, through splintered holes. It was easy to recognize that this was the car wherein the greatest agonies were endured by the sufferers, and many shuddered as they gazed upon it. To the north of this car, was a quantity of smoking embers, among which flickering flames were now and then lighted as the evening winds blew over them. These were the remains of a baggage-car. On either side of the track there were scattered or sowed an immense

QUANTITY OF IRON CASTINGS,

large and small, of every conceivable pattern. With a very large force of men at work, it is believed the wreck will be entirely cleared away by Saturday. The employes of the various trains that passed the wreck yesterday uttered strong denunciatory language against the managers of the freight train, and, in some cases, blamed the engineer of the passenger train. They seemed to think that a watchful engineer would have seen glimmerings of the head-light in the densest fog that is ever known in that vicinity.

THE VICTIMS.

ROGER J. BRASS.

The members of the Union Catholic Library Association met last evening and passed the following resolutions in memory of their departed associate, Roger J. Brass. Touching allusions to his unblemished character and superabundant goodness of heart were made in brief, but eloquent, addresses by Messrs. Moran, McCue, and others:

WHEREAS, It has pleased the Divine Creator in His wisdom to suddenly take from our midst our esteemed and valued member, Roger J. Brass; and,

WHEREAS, Roger J. Brass was the first President of this Association, to whom, more than to anybody else, it is indebted for its existence and its progress, and who also always the warmest friend to, and most earnest advocate of, the interests of the Library, who as a friend was always strong and fervid in his attachment, who by his Christian spirit and forbearance had won the esteem of all who knew him; therefore,

Resolved, That in the transition of the Union Catholic Library Association, while bowing with humility to the inscrutable decrees of Divine Providence, in this sad and deplorable event, desire to express our deep and profound sorrow for the sudden and untimely demise of our late respected and loved friend.

Resolved, That in the death of Mr. Brass the Union Catholic Library Association has lost one of its most earnest and active members, Chicago an enlightened and devoted members of their faith, and the city of Chicago a most influential and valuable citizen.

Resolved, That the Union Catholic Library Association tender to the wife of the deceased its sympathy and confidence in her great affliction, and that the Association attend the funeral in a body, and that the rooms be draped in mourning.

Resolved, further, That these resolutions be spread upon the records of the Association, and that a copy of them be transmitted to the wife of the deceased, and that they be published in the daily papers, and in the *Western Catholic*, Boston. *Pilot*, and New York *Freeman's Journal*.

The members of the Association are requested to meet at the late residence of deceased, No. 185 Huron street, at half-past 8 o'clock this morning, and attend the funeral in a body. Religious services will be held at the Church of the Holy Name, corner of Cass and Superior streets.

Mr. Brass was a warm personal friend of

one of the victims of the railroad disaster, will take place at 10 o'clock a. m., at the residence of his mother, Mrs. Davis, No. 29 West O'Neill street. William was a young man 24 years of age. He had won to himself a large circle of friends by his uniform kindness and readiness to give aid when in his power, and by his strict moral Christian character had proved himself to be a worthy member of the church and a faithful friends and employers. For five years previous to the fire he lived on the North Side, and was a regular member of Mr. Cragin's Bible-class connected with Mr. Moody's Sabbath-school. He was at the time of the accident taking the place of a fireman who had been killed but two days previously. He lived but twenty minutes after he was found. The Superintendent of the railroad company, Mr. Hollins, has shown the family every attention possible.

GEORGE REUTER.

Among those who were victims of this disaster was George Reuter, No. 368 Sedgwick street, who was employed as a salesman by Simon Strauss & Co., wholesale tobacconists. He had been married one year, and had a child three weeks old. Saturday morning the firm received a dispatch to the effect that their traveling agent had gone mad at St. Louis, and Mr. Reuter was sent down that evening to bring him home. His wife did not hear of what had befallen him until yesterday morning, when she saw it in the *Staats Zeitung*. The neighbors, who had learned the news only half an hour before, were discussing in what way they should break the intelligence to her, when they heard a fearful shriek, and, rushing into the house, found her lying senseless on the floor, with the paper in her hand. When brought to, she tried to nurse her child, but, probably owing to the shock the mother had received, the former died about an hour afterward. Mrs. Reuter herself is now in the hands of the doctor, and is not expected to live.

MR. J. W. FLEURY,

Purchasing Agent of the State Penitentiary, expired at the Briggs House at 11 o'clock in the forenoon. It is said he became ungovernably violent when informed of the death of his friend, Mr. Smith, and all who were in the room maintaining to his wants, with the exception of his brother, were compelled to leave for safety. He remained uncontrollable for a long time, and during his delirium lacerated his scalded flesh in a frightful manner with his finger-nails. About one hour before his death he quieted down, and was attended by a clergyman. The last minutes of his life were calmly spent. His body, together with that of Mr. Smith, was removed to Joliet in the evening.

THE HON. JOHN W. SMITH,

Warden of the State Penitentiary at Joliet, died peacefully at the Briggs House at 8 o'clock yesterday morning, after two nights and a day of fearful agony, which he bore almost uncomplainingly. His death-bed was surrounded by a large number of weeping relatives and friends, among the latter being Gov. John L. Beveridge. The remains were taken to Joliet on the 9 o'clock train last evening.

THE DEAD.

The following is a complete list of the killed:
Capt. John W. Smith, Warden of the Illinois State Penitentiary.
J. W. Fleury, Purchasing Agent of the Illinois State Penitentiary.
Capt. William Lestle, Springfield, Ill.
Roger J. Brass, Chicago.
Thomas Morton, Chicago.
James O'Neill, Joliet, merchant.
Theodore Steng, Texas.
Jacob Oundet, Osckosh, Wis.
George Trendel, Chicago.
George Benter, Chicago.
N. Divelbliss, Springfield, Ill.
Conrad Webber, Chicago.
Jacob Lauser, Joliet, Ill.
William Davis, fireman of coal train.
Joseph B. Michie, Jackson, Tenn.
John Metzler, Joliet, brakeman of coal train.
Man lying at the Morgue, supposed to be Thomas E. Pollard, from papers found on him.

THE WOUNDED.

The wounded now undergoing treatment at the County Hospital, corner of Eighteenth and Arnold streets, and at other points in the city, are the following:
Alexander Marnoch, Dix Island, Me.; shoemaker; aged 22; will recover.
William Mitchell, Dix Island, Me.; stonecutter; aged 28; will recover.
A. C. Hickman, Chicago, formerly of Cincinnati; artist; recovery doubtful.
James L. Doyle, stonecutter; aged 25; will recover.
John Sheers, Chicago; machinist; will recover.
James Lamonte, Philadelphia; baker; will recover.
Frank Bridges, fireman of passenger engine; cannot recover.
Alexander Hackett, Dix Island, Me.; blacksmith; will recover.
John Whalen, Bloomington or Akron; will recover.
William Conman, Dix Island, Me.; will recover.
Henry Small, Akron, Ohio; miner; will recover.
John O'Keefe, Bloomington or Akron; will recover.
Baskert Antoine, Chicago; will recover.
Marcius St. John, Chicago; will recover.
Thomas or Frederick Strong, Muskegon; will recover.
A. C. Nickerman, Cincinnati; will recover.
Alexander Monteith, or Waumouth; will recover.
Martin Costello; will recover.
Isaac Mills, New York; will recover.
Albert Adams, Bloomington; will recover.
James C. Edwards, St. Louis; at Gardner House; slightly injured.
J. E. Cunningham, baggagemen; leg broken.
William Richardson, train boy; slightly injured.
A. G. Hardin, Dwight, Ill.; express messenger; slightly scalded.
W. R. Castell, Chicago; brakeman; slightly scalded.
John Sharry, Glasgow; will recover.
Martin Carleton, Bloomington, Ill.; may recover.
A. Ingleman, St. Louis; will recover.
J. W. Adams, Bloomington, Ill.; will recover.
Maas Boscarbe and John Boscarbe; will recover.

MISSING.

The following, known to have been injured, are missing:
A. Berden, a traveling tinsmith, on his way to St. Louis.
Antoine Zinklemeyer, of St. Louis; his friends learned from him at the railroad office yesterday.
Thomas Crowley; the railroad company sent messengers to every person of the name in the city, but failed to find any of his friends, or learn of his whereabouts.
Jacob Klose; nothing is known of his residence or destination.

CORONERS' INVESTIGATION.

COMPOSITION OF THE JURY.

Coroner Stephens yesterday forenoon impaneled a jury, consisting of the following gentlemen; Robert R. Story, foreman, of Dyche & Co., druggists; William Bailey, trunk-dealer, No. 180 West Madison street; Joseph Stein, shoe store, No. 153 West Madison street; S. Hendrickson, notions, No. 141 West Madison street; Edward Buckley, No. 95 South Halsted street; Dr. Enoch Dunmar, No. 921 West Lake street; George W. Wheeler, ex-County Clerk, No. 474 Michigan avenue; Alonzo Eaton, livery and sale stable, Nos. 55 and 57 South Halsted street; J. Holland, druggist, of the firm of Holland & Bonney, corner Desplaines and Madison streets; C. W. Hammond, hardware, No. 79 West Madison street; J. M. Smith, furniture, No. 134 West Madison street; W. A. Speer, carpenter and builder, No. 95 South Halsted street. The jury first viewed the remains of the victims at the Morgue, and then adjourned to the Hospital building on Eighteenth street, where they listened to the following testimony:

TESTIMONY OF CONDUCTOR MCMULLEN.

James C. McMullen being duly sworn, testified as follows:

I reside at No. 720 West Adams street. I am the General Superintendent of the Chicago, Alton & St. Louis Railroad. The rules governing the running of trains are found on the printed sheet I hold in my hand. Coal train No. 23 was a fourth-class train. The trains of an inferior class will have to wait indefinitely for trains of a superior class in both directions. The rule speaks of the delay of freight on the ground of independent standing. Rule No. 92 provides that freight trains must in all cases be kept entirely out of the way of passenger trains. There are no other rules applicable to the case. Coal train No. 23 was immediately under the number just the class. In this case, on the train No. 4, are the words: "First class," and on train No. 23, the coal train are the words: "Fourth class." Nobody at Lemont has a right to stop trains; the orders have to come from Bloomington. Orders about the moving of trains by telegraph are first sent to the operator, whose order is recorded, and at the same time is furnished with a green flag which is automatically worked from the inside of the office, which he is directed to display immediately upon receipt of notice from the train dispatcher that he is going to send him a train order. Under our rules that flag stops all trains of every class. No train can pass it, and the order is then communicated to the operator, who, if he has no further orders, hands the green flag over the wires. After inspecting it back, if it is found that it has been transmitted correctly, the train dispatcher telegraphs back the letters "O. K.," which letters the operator indorses on the order. The operator then makes the indorsement to the order, delivers one to the conductor and engineer, who must write their understanding of the order and sign their names. The conductor's order is then sent away, and the order between the time that the train dispatcher receives and receives back from the dispatcher the letters "O. K." this order would not be delivered. Those in a general way are the rules governing the moving of trains. The passenger train left Willow Springs on Saturday morning last, left Chicago at 8 o'clock, and was due at Lemont at 10:26, and had a right to run from Chicago to 88. Coal trains regardless of any other train except coal trains, which have

STANLEY'S EXPEDITION.

Its Daily Progress from the Missouri to the Yellowstone.

Scenes and Incidents of the March.

A Description of the Yellowstone and Its Surroundings.

Completion of the Railroad-Survey East of the River.

The Expedition Off for the Muscleshell.

Expectation that It Will Reach the Yellowstone, on Its Return, by Sept. 15.

From Our Own Correspondent.

OMAHA, Neb. Aug. 12, 1873.

A large number of letters have, within the past few days, been received from officers with Gen. Stanley's expedition. They detail with great minuteness the progress of the Yellowstone column, and bear dates as late as July 28. This correspondance gave an account on the 16th of the march of Stanley up to the 3d of July, and the record of events is now continued from that date:

"July 4, the march was 15 miles, and quite fatiguing, owing to extreme heat. A temporary bridge had to be constructed

OVER BIG MUDDY,

and it took three hours to cross the command. The banks were very steep, and, to make the descent, both wheels of the wagons had to be locked, and men placed behind with ropes to hold them back. During the crossing, one of the wheel saddle-mules in a team fell, and the wagon passed completely over him. The teamster was pitched head-foremost to the opposite side of the creek. As the wagon carried some 4,000 pounds, of course every one thought the mule was killed; but such expectation, however reasonable, was not to be realized, —for, as soon as the coast was clear, the old fellow scrambled up, shook himself, and seemed all right, but a little scared.

"THE DAY WE CELEBRATE"

was not observed, except to fire the usual salute of thirteen guns; indeed, under the circumstances, that was about all that could be done to recognize the National Independence anniversary.

"On July 5 we started out with the impression that we were to march 11 miles to Knife Creek, where we expected to find Gen. Custer encamped with his command. On arriving there, however, we found Custer had broken camp and gone on 9 miles farther, and we were ordered to follow. The whole day's distance to be marched was thus unexpectedly increased to

TWENTY MILES,

and we reached camp at 8 o'clock in the evening, very much exhausted, as the heat was at times oppressive. It was a hard day on the command, the soldiers having been kept on the road from 5 a. m. until 5 p. m., twelve hours. When near camp, the animals exhibited signs of great distress, and came in perfectly worn out. One or two of the mules, tired of expeditionary life, tried to die of colic, but could not make it go, and recovered, apparently to their great surprise.

"On the 6th, we remained in camp to rest and recuperate our animals. On the 8th, the engineers had joined us. They had an escort of cavalry, and were

PROGRESSING FINELY

with their survey of the line of the Northern Pacific Railroad. We saw Gen. Rosser, Eccleston, and Meigs, who are the chiefs of the Northern Pacific Railroad corps of engineers. They told us that in two days more they would complete the survey to the Yellowstone River. They were running a new line,—the former survey, through the valley of Hart River, having been condemned on account of the many bridges required to be built. The new survey is an entire success, making the route twenty-three miles shorter, and dispensing with many of the bridges required on the Hart River route. I was also told that the new survey would save over a million of dollars to the railroad.

GEN. ROSSER

is undoubtedly a very fine engineer, a practical, sensible man, and understands the business thoroughly. He has a keen eye for situation, and no sooner looks at a piece of country than he can tell just where his line ought to run. He is also a man of fine presence and great personal bravery. Last year, when out riding with Lieut. Adair, they were suddenly attacked by some forty Indians, who dashed down on them. Rosser killed the Indian who shot him, kept the others at bay for a long time, and saved the body of his young friend from mutilation and outrage. Gen. Rosser is quite a young man, and served with distinction in the Confederate army during the late war. He was very anxious to complete the survey to the Yellowstone, and return East to make the arrangements for building a portion of the road this fall, west of the Missouri.

"On the 7th of July, we marched twelve miles, and encamped near Hart River. When a few miles from camp, a teamster of the name of Maloy, fell from his mule, and the wheels of a heavily-loaded army-wagon passed over his breast, crushing and

KILLING HIM

almost immediately. The accident was occasioned by the lock breaking when the wagon was going down a steep hill. The teamster's foot caught in the stirrup while attempting to dismount, and he was dragged under the wheels. We buried him in the evening, beside the camp.

"July 8, we marched 14 miles, and made our camp near the head of Hart River. During the day we had to build many bridges, and every few miles ran across Maj. Whistler's trail, made in 1871. All along the route the grass is luxuriant and of very fine quality. The pasturage is undoubtedly equal to that of any region in the West, and the flats and uplands, for the greater part, are covered with nutritious food for cattle.

AS A STOCK-COUNTRY,

Hart River is unsurpassed, and I have no doubt that, in time, much of the land will be found very good for farming purposes. Dakota has a variety of surface, and as rich soil as any State or Territory west of the Missouri. The lands are rolling; we saw no undulating; the soil is sandy loam,—the accumulation of decayed vegetable matter rendering it warm and dry for early seeding in the spring. This is necessarily a great advantage, for the winters set in early. Wood and water are generally scarce, but there is an abundance of both on Hart River, Little Missouri, Beaver, and Heaven's Through the Bad Lands.

"On the 9th of July, we built more bridges and entered

THE BAD LANDS.

I do not see why they are called bad lands, for most of them appear to be very good lands, well covered with wood and grass. True, a portion of them are void of vegetation, and in places the soil is so soft that wagons are passed over it with great difficulty; but generally they are good, and quite picturesque, presenting many rugged fronts, queer shapes, and variegated colors. The hills are of decided character and beauty, mostly conical, but of many formations. They are made up of a vast number of bare cones, each entirely different from the other. In their sides can be counted the different strata of earth, which appear clearly defined, and give one the belief that the earth was washed away and the hills formed by the action of currents of water. Almost every hill has a capping of volcanic matter.

RATTLE-SNAKES

were found quite numerous along the route, and many were killed. On 7th Fred Grant slaughtering two large ones and taking off the rattles. The camp was full of these loathesome and dangerous reptiles, and ten or twelve were killed before the tents were pitched.

"Six miles after entering the Bad Lands, we could, from the top of a high ridge, see in the distance

BAIRD BUTTE,

a great land-mark of the country. They appeared two in number, but I was told by Gen. Rosser that they were one, and that the base of the chasm in the top made them two, but at the base there was but one. These Buttes, on high hills, derive their name from a hunter, who, some years ago, was killed by Indians in their vicinity. From the ridge could also be seen Sentinel Buttes, two other great land-marks of Dakota.

"July 10, we marched nine miles, and were extremely tired, owing to many and tedious ascensions of a little winding road called Davis Creek. We were on the road from 6 o'clock in the morning until 5 in the afternoon, being twelve hours in making nine miles. The country was very interesting, and the scenery all through the Bad Lands extremely picturesque. The soil in the valley over which we passed has the appearance of being fertile, and is no doubt capable of producing fine grass and grain. It seems to me it would make a grazing range for summer months, if not the whole year. I am told that nowhere between the Pacific and the Lakes is the climate so pleasant

AS IN DAKOTA.

The thermometer sometimes ind icates the cold as intense; but the air is so dry, and so exhilarating the atmosphere, that, as nearly all times, out-door labor can be comfortably performed. The healthfulness of the climate is so great they say men never die of disease, and the average old age, if Dakotians are to be believed, is about 100 years.

"Davis Creek is a wooded stream, bending and twisting in and out down the little valley, and winding along under

THE CONICAL HILLS

that flank its banks. These hills are regular sugar-loafs, and interlarded with each other in every direction. A few stand out alone like gigantic sentinels guarding the way, and frown down upon us as we circle around their base. From the top of one of them we had a magnificent view. The climbing was hard, but the sight repaid us for the labor. The army-wagons, with their white tops, stretched out for miles; and the masses of cavalry, infantry, cannon, and cattle crowded the little valley.

"The nature of the country was such that we all believed, if the Indians intended attacking us in force anywhere between the Missouri and Yellowstone,

THIS WOULD BE THE PLACE;

and so every one was on the lookout for Sioux. An enemy who understood his business in such a country could do as much execution as the Modocs did in the Lava-Beds. A couple of hundred resolute warriors, who would attack with dash and in detail, could destroy any train. Our commander, Gen. Stanley, made every proper disposition of his forces for a fight; but we marched on and on, and night came and brought no Sioux.

"Our camp was made in the Bad Lands, 2 miles from the Little Missouri River. Wood was plenty, but the water was so strongly impregnated with alkali that we could scarcely use it.

"On the 11th of July, we marched only 7 miles. This day we crossed

THE LITTLE MISSOURI,

a turbid, muddy stream, like the larger river of the same name. At the point where we crossed, and as far as the eye could see, its banks were covered with a growth of green cottonwoods. It was anticipated it would take us two days to cross the Little Missouri; but, to the satisfaction of every one, the crossing was effected in a little over five hours. Gen. Stanley's arrangements were perfect; Lieut. Dougherty had everything prepared; and the General displayed great energy in getting the command over, being ably assisted by Capt. Burt, Ninth Infantry; Lieut. Griffith, Ninth Infantry; and Lieut. O'Connell, Eighth Infantry, who had charge of working parties. Some of the wagons, after crossing, had to stand in the road all night, and were guarded by the cavalry. We found the road very bad, and could not make any good camp that night.

"July 12, we marched 13 miles, to a point opposite

[illegible]

which are said to be the most notable landmarks in that part of the country. The Buttes are two in number, and I found them fully 4 miles apart. From East Sentinel Butte, a fine view is had of Bad Lands; and their rugged hills and many-colored grasses blend delightfully in the landscape. The Government notice, under date of the 12th, says: 'Treasure, and he was busy all day taking views.

"On the 13th of July, we made 14 miles, and went into camp on Beaver River, or, as some call it, Inman's Fork. The road was very good over rolling prairie, and the troops and wagons made an easy journey. The banks of the Beaver are steep, but it has a good supply of water. The wood is plenty, but of superior quality.

"July 14, we got off early, and made 16 miles, crossing Glendive Creek twice. The road was fair, and the marching easy. The country on either side was very broken, and had the appearance of being a

CONTINUATION OF THE BAD LANDS.

"On leaving camp in the morning, we had taken with us both wood and water, expecting to make a dry camp next night; but, on arriving at a branch of Glendive Creek, we found water, though most of it had been spoiled by the animals before the troops came up.

"Our hunters found game in our own Reynolds being especially lucky. Every day, nearly, he would kill something, and, when others despaired of getting fresh meat, Reynolds would sometimes bring in six or seven antelope. He is certainly one of the best and most persevering hunters on the Plains, and is known among all the Indians west of the Missouri as a dead-shot.

"On the 15th, we marched twelve and a half miles; and, in the evening, to our great joy, arrived on the banks of

THE YELLOW STONE.

"The last day's march before reaching the Yellowstone, although only twelve miles, was very fatiguing. The road over which we travelled was a new one, quite bad, and had many difficult crossings. We had frequently to dig down steep banks, ascend high hills, and cross deep ravines. The trail-mules were worn out when we got into camp, and could not have gone much farther with their heavy loads.

"Our camp was made on a high plateau, from which we had a fine view of the famous river. The waters were most grateful to the thirsty soldiers, and they were not long in quenching their thirst, and bathing their weary and blistered feet, in its amber tide.

"From the plateau, we could see for many miles in all directions. The view was beautiful,—the river, with its green trees, stretching away as far as the eye could reach. Gen. Forsyth give a very

GOOD DESCRIPTION OF THE COUNTRY

when he says:

"'The general direction of the Yellowstone is southwesterly. It rises in the Wyoming Mountains, and flows through a large portion of Montana Territory. From the mouth of the Yellowstone to the junction with the Powder river is 925 miles. The stream is navigable almost every rod of the way,—the principal, and, in fact, the only, serious obstruction being two large rocks, about 30 feet apart, which blocked the channel at Big Horn West Bottom, 3 miles south of rapids, within 5 miles of the Powder River. These rocks can be easily blasted out, and then the Yellowstone will be a river fit for commerce of no mean order. The bed in the river is 2 feet somewhere of the Sixth Infantry, commanded by Capt. Montgomery Bryant, ascended and descended the stream, was of sufficient calibre to test the floating capacities of the steamer, drawing a draft of 30 inches in proportion to width of beam, and drawing 18 inches of water. The depth on the crest of the rapids varies from 4½ to 8 feet. The rapids in the course were as follows: Stone Rapids, Hunter's Rapids, Clark's Fork Rapids, Monroe's, Murdock's, Townsend's, McCune's, and Key West Falls. Excepting the latter, the only rapids difficult of navigation were McCune's, and even there the boat passed with the current five inches below. A very little expenditure would render the channel safe and practicable the entire distance. No Indians showed themselves during the ten days consumed in the expedition. The river was seven days in ascending and three in descending, the Yellowstone, a portion of the land along the stream is bluffy, and has a resemblance to the Missouri above Fort Buford, but the greater part of the territory traversed by the expedition was fairly timbered, principally with cottonwood and ash, and adapted to stock-raising or agriculture. It is, in fact, a fair specimen of Western arable land, and will, no doubt, become densely populated one of the favored spots of the American Continent. The Yellowstone is less muddy than the Missouri, and approaches more nearly to an amber color. The banks of the river are more of a sandy or gravelly nature, and consequently the dams encountered in the soil is soon washed or carried down the stream.'

"The bluffs bordering the river in the vicinity of our camp are abrupt and very much broken. In the banks are very fine petrifactions and fossil remains of snails, clams, and oysters. Up the river a little way, large masses of sand have been thrown out, and become petrified by the action of air and sun; it is now so hard as to partake of the nature of flint.

"On arriving at the Yellowstone, we learned that

TWO BOATS HAD ALREADY COME UP

the river, and deposited stores for our use at the mouth of Glendive Creek. They were under guard of two companies of the Sixth Infantry, the boats having discharged and returned again down the river to Buford. Soon after our arrival the third boat, the Key West, came in with more stores.

"On the 16th of July, we remained in camp all day, to rest and give the soldiers an opportunity for washing their clothes.

"On the 17th, Gen. Rosser went, with an escort of cavalry, to complete the survey from the mouth of Glendive Creek to our camp, a distance of about fifteen miles.

"On the 18th we removed camp half-a-mile, to get rid of the filth that had accumulated in washing up. This day, our hunter, Reynolds, killed four Rocky Mountain sheep.

"On the 19th we broke camp, and marched four miles, to a point opposite the boat-landing, the command, and the building of a stockade ordered.

JULY 23.—Gen. Stanley ordered the

DESTRUCTION OF ALL THE WHISKY

in camp, and the order has been so thoroughly executed that not a drop remains. On the night of the 22d, a prairie-fire broke out, and burned up very near to our camp. The whole command was stirred out, and the flames finally extinguished after great labor. This evening (July 23) a yawl-boat, containing eight men of the Sixth Infantry, started down the river for Fort Buford. Just as the crew were shoving off,

COL. GRANT

hailed them, had his baggage put on board, and in five minutes was off for home. I am told he carries down dispatches for Gen. Stanley. The stockade has been completed, and the stores are being placed in it. Capt. Parsons, Seventeenth Infantry, with seventy-five men, will be left to guard the stockade and stores until our return. To-day the crossing was begun, and it will require two or three days to get over all the animals, wagons, stores, and troops. Then we will take up our journey west for Pompey's Pillar. No Indians have been reported yet, but we shall likely meet them west of the river, if at all.

JULY 26.—The boat is still transferring troops and stores over the river. The western landing looks more like

THE WHARF OF A GREAT CITY

than the bank of an uninhabitated river. Boxes, barrels, sacks, and every conceivable thing for the use of an army, are piled along the shore. The troops are working very hard, and in large numbers, to make the transfer as quickly as possible. It will probably be completed to-day, and the march westward commenced in the evening. We have been delayed here much longer than we expected, and our spirits have fallen in proportion to the delay,—for we are all anxious to see the end of the journey and set our faces homeward. Maj. Crofton will travel with his command for a day or two by boat, and complete the survey on the east bank of the river, as far as Cabinet Creek. The country through which we will march is new, and comparatively little is known of it. Our route lies along the west bank of the Yellowstone, until we reach the vicinity of Pompey's Pillar, from which point we will strike the Muscleshell River.

"We were all greatly astonished yesterday to hear that

A PRIEST,

accompanied by a citizen, had arrived in camp from Fort Rice. They had made the overland journey alone in a two-horse wagon. It was quite a perilous undertaking when we consider the country is filled with bands of hostile Indians, who show no quarter to priest or sinner. The Father had the cross conspicuously displayed on his little wagon, and he seemed to think that was all the protection he needed. The venturesome priest's name is Tuteleud; he is Father Wittumoer.

"We are now breaking camp, and beginning our march

UP THE RIVER.

As we move out, the scene is grand beyond description. The mighty engines of war and civilization are rolling on westward, and, as we look back, we can see in the distance the trail over which we came, and the rugged Bad Lands, with their bold, conical hills. While we are passing, the artists are busy sketching future historical views of 'Stanley Quitting the Yellowstone.'

"JULY 27.—As stated yesterday, we marched up the river, and, at a distance of five miles from the crossing, encamped for the night. A steamboat accompanies us, and the engineers are busily engaged in running the line on the east bank of the river. It will probably be completed to-day, and, as soon as the connection is made with the survey of last year, the engineers, with Maj. Crofton's command, will join us on the west bank, when we will

RE-CROSS THE YELLOWSTONE,

and continue our march to Pompey's Pillar.

"Of course, we are all anxious to get forward and see the end of the line. The steamer Key West will, in a day or two, start down the river with dispatches. Gen. Rosser, Capt. Jordan, and several sick go down by her, and they will probably pick up Col. Fred Grant and his yawl-boat crew along the way.

"I learn that Gen. Stanley has recommended that a steamer be sent up the river, to be at the stockade by the 15th of September, to ferry the command across the river, and take the battalions of the Eighth and Ninth Infantry Regiments to Omaha Barracks, where they will go into winter-quarters. If this idea is carried out, the Eighth and Ninth Battalions will go by water from that base to Omaha, via the Yellowstone and Missouri Rivers, and

AVOID THE MARCH

from the Yellowstone to the Missouri, about 250 miles' walking. You may be sure the Eight and Ninth fellows are hoping and praying that Gen. Terry will act favorably on Gen. Stanley's recommendation,—for not only would it shorten their foot-journey homeward, but enable them to reach wife, home, and friends some twenty to twenty-five days sooner than if compelled to march, with the rest of the command, across the country from the Yellowstone to the Missouri.

"THE MUSCLESHELL,

our objective point, is distant from Pompey's Pillar about 50 miles. If we meet with no serious obstacles on the way, and the roads prove as good as expected, we will make the march, complete the survey, and return to the stockade on the Yellowstone, in forty days or, say, by the 15th of September at furthest. Two guides—Corporal Bloody-Knife, a Sioux, and Private Wire Cloud, a Crow—have come up from Fort Buford. They are both in the United States service, having been enlisted as scouts, and are said to know the country perfectly from here to the Muscleshell. They did not at first wish to go with the expedition; but, when threatened with discharge, they said they would go. The Indian corporal is really a fine-looking man, and has a most intelligent face.

"We have just had quite a shower, and it has cooled the air. The weather yesterday was very hot, and the marching wearisome. To-day it is more pleasant, the ground damp and soft, and the walking good. We are fairly on now for Pompey's Pillar."

AARON ABOUT.

Other Yellowstone Matters.

A correspondent of the Sioux City *Journal* writes from Camp Canby, on the Yellowstone, July 23, and from his letter we extract the following:

"Gen. Stanley's command reached the river on the 14th, by a new route 15 miles above this point. Gen. Custer, with a battalion of cavalry, who was ordered to hunt us up, arrived here today. He reports everything quiet with the expedition. Not an Indian was seen during the march thus far.

"The biggest stir created on the trip was the arrest of Gen. Custer by Gen. Stanley. I did not learn the cause of the arrest, but one of Custer's own officers told me that Custer marched in the rear of his command one whole day before he was released. Custer's men denounce his arrest as an act of tyranny, while Stanley's men, on the other hand, justify their chief in the act. I have no opinion in the matter. It no doubt will be fully explained at the proper time.

"Another little breeze, almost equal to the one just mentioned, was created by an order from Gen. Stanley directing the Commissary of the expedition to destroy all liquors in camp. This order was executed so promptly that there was not a single drink left in camp an hour after it was issued. It was an awful hard blow to the old drinkers, and they were obliged to resort to Pain-Killer, Jamaica ginger, Worcestershire sauce, &c. The Sutler to the infantry command lost six barrels, and the cavalry Sutler seven. This occurred two days before the command crossed the river; and the day I left there, which was the one following, the topers were reduced to Vinegar Bitters, and they were a forlorn-looking crowd.

"A large stockade for the protection of the forage has been constructed 15 miles above here, and I understand it is the intention of the Government to establish a military post at that point, and one at some point on Powder River, not yet designated; also, one between the latter mentioned and Fort Kearney. These posts will complete a chain of forts around the Black Hills; and that rich mineral region, in all probability, will be opened to white settlement in a very few years. I gleaned this bit of information from reliable authority."

MILWAUKEE POLITICS—A NOTE FROM A. J. LANGWORTHY.

MILWAUKEE, Aug. 15, 1873.

To the Editor of The Chicago Tribune:

SIR: In your issue of the 13th inst., somebody, doubtless in the interest of Mr. Thomson, of the *Sentinel*, telegraphs you that Mr. Thomson carried every ward in the city, and that Langworthy's strength has been overestimated. The facts in the case are, that the "Regency" called snap conventions, without due notice to the electors, while I was absent from the city. The result is, that I will have 19 to 20 votes of the 26, while I venture to assert that Mr. Thomson will not get 5. It was not the intention of the managers of this "put up job" that any Milwaukee man should get a nomination on the State ticket, and Mr. Thomson will be woefully deceived if he puts his trust in them. As your dispatch from here puts the matter in a false light, as a matter of justice to myself I trust you will publish the above. Respectfully yours,

A. J. LANGWORTHY.

Seven Passenger-Cars Thrown Off the Track.

Eleven Persons Killed, and Twenty-five Injured.

Wigan (Aug. 2) Correspondence of the London Daily News.

The Scotch express from Euston, on Friday night, starting at 5 minutes after 8, met with

A TERRIBLE ACCIDENT.

In passing Wigan, seven carriages at the rear went off the rails and broke away, dashing forward a few yards at full speed, and then overturning, in collision with one another, with the station platform, or with the wall. The carriages were an instant wreck. Eleven of their occupants were dead or dying, and nearly thirty others were too much injured to go on their journey, and many are suffering from fractures, wounds, and bruises. The escape of some of the passengers was most remarkable. Sir John Anson was killed, but two daughters of the Honorable Baronet, who were with him in the same carriage, received no injury, and on the same evening they were able to attend at the Coroner's inquest, and give the evidence required of them. Mr. Andrew Wark, of Highgate, was able to fulfil the same sad duty in respect of two of his children and their nurse, who were killed in the carriage from which he disengaged himself unharmed. Seldom has the pleasure trip of a family party been so cruelly and completely destroyed. Of another of the children died late last evening, and their mother, Mrs. Wark, is suffering from a dangerous fracture. In this case also the escapes were marvelous, a fourth child of Mr. Wark and a governess in the same carriage being quite unhurt. The compartment in which the two children were killed was destroyed by the collision of the carriage behind it, but the occupants of the carriage in which were a son and daughter of the Hon. Mr. Palmer, received no hurt. The time was about 15 minutes after 1 in the morning. There were few people about the place at that time, and those who were in the dimly-lighted station saw the bewildering suddenness of the destruction, but not the order in which anything happened. The train was approaching the station, and passed through it at a speed of 35 to 40 miles an hour, and, while the

REAR PART BECAME DERAILED AND DESTROYED,

the fore part went on almost scathless, the passengers quite unconscious that anything was wrong. The officials on and near the engine first had their attention arrested by the signal of a considerable damage to the last two vehicles, which were still on the rails. This was after the train had passed the station, and it was many hundred yards past before the train was stopped. It was then observed that seven carriages and a van at the rear were entirely missing, and that of those which remained together the last seven were in a most dilapidated condition, being a first-class carriage, and the other the Perth van in which was the conductor, Mr. Harper. It appeared that both these vehicles had gone off the rails before the station was entered, and probably at the same time as those behind them, but they had not become detached. The Perth van grazed the station platform and cut off the corner as it sped along, but when the train was passing the signal-box, the vehicle got on to the rails again. The side of the van was found torn out; the fore part of the next carriage, a saloon, was broken off, and an axle-box damaged. The two latticed vehicles were conveyed a little further in motion by one of the engines, but after this no further time was lost with that portion of the train, including fifteen carriages, which was safe. It went on its way to the north, and the conductor, though he had received some injuries, was able to go with it. The accident is supposed to have begun by the seven rearmost carriages and van leaving the metals. It is believed that their wheels first struck the sleepers and pierced the facing points at the south end of the station.

After the couplings had broken and the carriages were diverted from their course, the catastrophe was such as the reader might picture to himself on being told that seven carriages were flung violently sideways on wheels and springs suddenly flung loose. They bounded forward down the siding, and partly across it,

CRUSHING AND SMASHING RIGHT AND LEFT.

The leading carriage seems to have turned over in mid air; nothing was left of it but the floor and wheels, the latter uppermost. Three bodies were beneath, crushed almost beyond recognition. Another two carriages of the collision was so sharp that one was found partly encased within the other, and in this one the children of Mrs. Wark lost their lives from the force with which the sides were driven in upon them. Other carriages were found lying on their sides, and were reduced to nothing but splinters. A pillar of the station roof was knocked down, together with a signal-post and lamp; the whole platform was strewed with wreck. But one of the most dreadful incidents of the calamity was the mode in which the one elderly lady, whose name appears in the list, came by her death. One of the carriages was first dashed in two against a wall breast-high, which completely severed the upper part of the Globe Foundry, belonging to the Messrs. Walker. Half the carriage, and the lady with it, were flung over this wall upon and through the slate roof of the foundry, a depth of 30 feet. She was picked up dead, and shockingly disfigured.

The official in charge of the station sent messengers to the town for medical assistance, and people living near the station were aroused from their beds by the shrill whistles and cries of the porters. A "night-shift" of men on duty at the adjoining foundry came quickly to render aid. Very soon a numerous body of able assistants, including the police, were endeavoring to extricate the sufferers from the broken carriages. Some were reading the air with

SHRIEKS AND MOANS.

At first there was much delay for want of tools. A saw was in urgent request, but not immediately procured. A fire was made of carriage remnants to give the workers light. The first glare fell upon a mangled and bruised remains of the dead and dying. Two surgeons, who had not been disabled by their injuries labored to help the injured. Poignant cries were heard from two carriages, or rather the remains of them, which were heaped together across the siding. The two end compartments of one of the carriages were occupied by the family of Mr. Wark, of Highgate. Into this carriage had been driven the end of another carriage, occupied by a son and daughter of the Hon. S. W. Palmer, who, accompanied by a maid, were traveling to Ballymena Stanraer. Mrs. Wark's leg was jammed between the seats, and she would had to be sawn through before the lady could be got out. In the end compartment Mr. Wark's arm and two children's legs were crushed to death between the two sides by the collision with the next carriage. So entangled were they in the broken timber that it was more than an hour before the bodies could be liberated. A child, 3 years old, not dead, but badly injured, was held fast down by the carriage buffers. His cries were most distressing, whilst men were laboring and perspiring hard to remove the mass and release him. One of the fireman was also engaged moistening the child's lips with brandy and water. The injuries of some of the dead were

TOO FRIGHTFUL

to admit of being detailed.

The scene amongst the survivors baffles description. Men and women were rushing to and fro lamenting and beseeching. Nearly every room in the station was turned into a hospital, where husbands and wives were seen together, one supporting the head of another and putting water to the lips, while sometimes it seemed as if the sincerest needed all the help for themselves, and the medical gentlemen in the room and their assistants were in attendance. The main line was scarcely damaged at all, and traffic was soon resumed.

[The list of casualties embraces eleven killed and twenty-five injured.]

All the Company's servants who went in the train returned to London yesterday morning. From their reports there is no doubt that an unaccountable obstruction in the facing points was the

SOLE CAUSE OF THE DISASTER.

In our present modern system of railway travelling the uncoupling of carriages seems to be next to an impossibility in the ordinary working; but, when a portion of the train runs off the line, as a stress is occasioned by the pulling in two directions, detachment is inevitable.

THE LATE SIR JOHN YARDLEY ANSON, BART.,

was the eldest son of Gen. Sir W. Anson, G.C.B., younger brother of the first Viscount Anson, and uncle of Thomas William, first Earl of Lichfield, who acquired considerable distinction for his gallantry during the Peninsular War, and who was, in recognition of his military services, created a Baronet in September, 1831, by Letters Patent to Mary, only child of Mr. John Dickenson, by Mary, his wife, only child of Mr. Charles Hamilton, seventh son of William, third Duke of Hamilton. He was educated at Eton, and at Trinity College, Cambridge, on leaving which University he entered the army, 1826, as Sub-Lieutenant in the Royal Horse Guards, but retired in 1832. Sir John, who succeeded to the Baronetcy on the death of his father in January, 1847, married 27th July, 1842, Elizabeth Catherine, second daughter of Sir Denis Pack, K.C.B., and Lady Elizabeth, fourth and youngest daughter of George, first Marquis of Waterford, by whom he leaves surviving issue three sons and seven daughters, his eldest son and successor is the Baronetcy, Mr. William Yardley Anson, born 14th November, 1843, and called to the bar of the Inner Temple in 1869. The unfortunate deceased was a Deputy-Lieutenant of Lancashire, and also a Magistrate for that county and Sussex.

THIRD-TERM LITERATURE.

Views of Certain Editors on the Third-Term Principle.

The New York *Herald* has interviewed several editors of other newspapers on the general subject of Third Term and Cæsarism.

Mr. George Jones, of the New York *Times*, thinks the subject of third term is premature by at least three years, and that Gen. Grant, so far from being a candidate for a third term, would prefer to be released from the onerous duties of his present term.

MR. OSWALD OTTENDORFER, OF THE NEW YORKER "STAATS-ZEITUNG."

A *Herald* reporter called on Mr. Oswald Ottendorfer to ascertain his views on Cæsarism and the proposed renomination of Gen. Grant for a third term. Mr. Ottendorfer was in his private office in the new building of the *New Yorker Staats-Zeitung*. He said he would gladly talk with the reporter, and the following conversation was held in German:

Reporter—What do you think of the proposed renomination of Gen. Grant for a third term?

Mr. Ottendorfer—I think the present leaders of the Republican party greatly desire to leave things as they are. They would undoubtedly do in 1876 what they did in 1872, in order to keep the Republican party in power. Of course, their intention must not be regarded in the light of absolute certainties. A great many events might occur which would impel them to abandon this plan and to favor the nomination of another candidate.

Reporter—In case their counsels should prevail, do you think that Gen. Grant will be renominated simply by force of his merits?

Mr. Ottendorfer—I have been always of the opinion that Grant was elected by force of circumstances, but individual merits, but in recognition of the great national event of which he was the leading representative. Had the last issue been on his individual merits he would not have been elected. I think most people favored him for his second term because he was the "lesser evil of the two." These peculiar circumstances may have again to encounter, but it is to be hoped that a man will be elected at any rate who is better able to cope with the exigencies of the times.

Reporter—Do you think it probable that his renomination could be effected?

Mr. Ottendorfer—If he really means "to run" for a third term, there is no doubt that the power of the Administration would have a very great influence. The power, cleverly used, ought to be sufficient to compel his nomination. I, nevertheless, believe that our American politicians have too exaggerated ideas about the power of patronage. I think the people will prefer a good man who stands upon his merits to Gen. Grant with all the patronage, and I think that such a man will have a better chance to be elected. Take the city, for instance. The power of the Administration all over the country is certainly not so great as was the power of the Ring in this city, and see how they were swept away in a day. And certainly most of the Ring were still in politics more skilled in the subtle intricacies of political intrigues than were the members of the defunct Ring.

Reporter—What would be the general influence of a third term?

Mr. Ottendorfer—It would have a very bad influence both abroad and at home. It is one of the imperative requirements of our Constitution and institutions that the power vested in the various branches of the Government. After a while corruption rears its head, and only a change of persons can purify the political atmosphere.

MR. DAVID STONE, OF THE NEW YORK JOURNAL OF COMMERCE.

Reporter—What are the chances of President Grant's re-election for a third term?

Mr. Stone—Expressed in figures, I should say that the chances are two to five that he will be President for a third term. If he will be a candidate there is no doubt of re-election, and I think he will be if he finds he has strength enough to carry him to the White House for a third time.

Reporter—Do you think, Mr Stone, that Grant's election for a third term would lead to Cæsarism, or, to be more explicit, to the establishment of an Empire with Gen. Grant as a sort of Emperor?

Mr. Stone—I do not believe that Grant has the stuff in him for a Cæsar or an Emperor. It would lead to a blind of party despotism which is as bad as Cæsarism. If he is elected for a third term he will be for a fourth, fifth, and sixth terms, and may be for the term of his natural life. And the people would look on with indifference, for what does your average merchant, for instance, care so long as he is prosperous and can make money fast? I do not think that Grant's ambition reaches to a Cæsar or is a despot by nature. He is too indifferent and too fond of his ease for that. He cares for his own well being more than for that of the country. He takes his comfort, accepts what comes along, and allows his cronies to run the machinery of the Government. A gentleman of prominence, a friend of mine, who is an excellent physiognomist, and physiognomy is my hobby, had an interview with President Grant quite recently. He told me he studied his head and face during the conversation, and found that the one characteristic feature about it was cupidity. He says he has no doubt if Grant aspires to the position of Cæsar it is not from ambition or love of power, but for the emoluments it would bring with it. It is quite possible, however, that a third term would be an improvement on his second; it could certainly not be worse than his first; for his administration has been one of the most corrupt we have had, though I do not impute corruption to him personally. I think, however, that ultimately it would lead to a government as despotic and corrupt as Cæsarism or that of Louis Napoleon, through all the stages of decay, decomposition would set in, and then there would be chance for reform and pure government. The end of Grantism would be like the downfall of the Tammany Ring, but on a larger scale, for I believe that ultimately the wrong would be righted and the lost liberties of the people restored to them.

MR. THEODORE TILTON, OF THE GOLDEN AGE.

"I am very glad that this question of 'Cæsarism,' as it is called, or 'third term' discussion, has been originated. I never thought, until lately, that there was any seriousness in it. The talk about it has, however, developed the fact that there are Republicans, who are not office-holders, who contemplate with disquietude the re-election of Grant for the third term. A friend of mine, whose position as the South gives him a right to speak for the South, told me, only a few days ago, that the South mean to re-elect Grant. My friend, it is true, is a warm supporter of the Administration, and I thought his sentiment sprung from knowledge, but, on stirring the question, I found it was not so. He spoke seriously, and when you remember that the Administration can elect whom they please in the South, such a remark has great force."

"Do you think the Administration can elect for the Presidency any one whom it decides upon?"

"The President and his party have great controlling power in the Presidential election, and can no doubt reseat itself in the Government if it so wills. I had personal evidence of that in New England during the last Presidential campaign. It has 65,000 office-holders who do its bidding unhesitatingly and without scruple. In addition to this personal agency it has unlimited funds at its command. It can do as it did in the last campaign—send the Postmaster of some small New England town, with a wagon and two men, through his district, distributing campaign documents in favor of its candidates. That kind of influence was very effectual in the last election."

"But what will the great Republican party say to a proposal for the re-election of Grant, do you think?"

"There are three years before us. It is not easy to forecast the future so far off. As far as my knowledge extends, I am of the opinion that industrial Republicans, men of wheels of the most the country could resign, are opposed to a third term. They think that Grant does not desire it, and until recently have not entertained the suggestion seriously. In this I think they are mistaken. I said to a gentleman at Long Branch who asked me the same question, 'Do you think Grant is serious about a third term?' that I thought Grant's anxiety was about his fourth term, not his third."

HOUR MARVIDOR, OF THE COMMERCIAL ADVERTISER.

Reporter—Do you mean to say that it is impossible Gen. Grant should be re-elected?

Mr. Hastings—I do not say that; I think it possible and even probable; but I deny its possibility if the people do not wish it so. Gen. Grant was not the favorite of the politicians at the last election. They took him because they had to take him, not because they liked him. It was the same with Lincoln's second election; the politicians were against him, and yet he was successful. Now I know that the Custom-House gang did not want Grant re-elected; they proved it they did, that's all. Were they able to stop it? Not for a moment. The people really had all the say. The Philadelphia Convention was unconstionable the voice of the people, and the election itself proved it more strongly than ever which ever took place previously. I myself was opposed to Gen. Grant for a second term; still, of course, I went with the majority and with the party, who all seemed to be quite entusiastic as to the candidate. It was evident to me, long before the election took place, that the victory would be immense.

Reporter—But, Mr. Hastings, do you not believe that by perpetuating Presidential terms, as you say is possible and even probable, such coups d'etat as have often taken place in European countries would be possible here on the part of a President who desired power?

Mr. Hastings—Oh, no! I have quite made up my mind that no man or number of men can overturn our Government. We are perfectly safe on that score, for we are not the people to submit to such a step. We, the people, are the Government, nothing more nor less. We are at present quite satisfied, I believe, with the Government. Our taxes are small, our debt is being paid off, and we see nothing in Gen. Grant to be frightened at.

Reporter—Do you believe President Grant himself desires re-election, or is seeking it by any undue means?

Mr. Hastings—No. I think Gen. Grant is too indifferent as to his own prospects to think about the matter. As I have said, if the people insist upon his going to Washington again he will go. If they don't, he will retire and go into private life.

CINCINNATI EDITORS.

VIEWS OF MR. MURAT HALSTEAD, OF THE CINCINNATI COMMERCIAL.

I called first upon the editor of the *Commercial*, Mr. Murat Halstead, who comprehended my mission in a moment, and, without paying much attention to the questions intended to draw him out, went on running over the pile of manuscripts on his desk and spoke as follows:

"Ah, yes. The *Herald* is making something of a sensation about Cæsarism, but the trouble with Cæsarism is that there is no Cæsar. It takes a man of genius and energy to make a Cæsar, and such men are not plenty. If Ben Butler had been a great military success he might have become a Cæsar; but he had none, and had no military faculty, so he is no Cæsar. The fact is, we got through our war without developing a Cæsar or any remarkable genius on either side."

Herald Correspondent—You don't seem to think that Gen. Grant is much of a Cæsar, then?

Mr. Halstead—No, sir; I do not. I don't think he knows enough to be a Cæsar, either.

Herald Correspondent—What do you think of his third-term prospect?

Mr. Halstead—Very little prospect he has, I believe. He can't

THE COUNTY BOARD.

The Twelfth Street and Ashland Avenue Lot Selected as the Site for the New County Hospital.

Adoption of the Report of the Joint Committee on Court-House Plans.

The Board of County Commissioners met yesterday afternoon, President Miller in the chair. Present, Messrs. Galloway, Bogue, Crawford, Haas, Lonergan, Ashton, Pahlman, Russell, Herting, Singer, Clough, Roelle, Harrison, and Burns.

OFFICE OF RECORDER OF DEEDS.

The Recorder of Deeds stated that by taking the basement and fourth floor of the Marine Bank building would meet all the requirements of his office, and that little gas would be required. There was an abundance of vault room. He could find no other building in the business part of the city which answered the purpose as well.

The matter was referred to the Committees on Public Records and Public Service.

An offer was made, and referred to the same Committees, to lease the building Nos. 54 and 56 Franklin street.

MISCELLANEOUS.

The Village of Jefferson asked for an appropriation for a bridge.

The Board of Auditors of North Chicago asked for an appropriation of $10,000 to meet deficiencies for 1872, etc.

It was ordered that $22,782 be paid to W. C. Beakman, and $10,455 to M. B. Bailey, on account of work on the new jail and Criminal Court building.

NEW COUNTY HOSPITAL.

The Committee on County Hospital reported on the proposals for hospital grounds, to the effect that they had examined the lots offered, and recommended the purchase of the one at the corner of Ashland avenue and Twelfth street, which can be had for $155,750 in county bonds at par. The lot covers about nine acres.

Mr. Harrison moved the matter be laid over one week, on the ground that the price was altogether too high, and that a better piece of property could be procured for a lower price near Loomis and Taylor streets.

The motion was not agreed to—yeas, 5; nays, 9.

Mr. Crawford defended the report of the Committee.

Mr. Harrison made another speech, asserting that the present owners of the Ashland avenue lot paid only $100,000 for it a little while ago, and that the increase was exorbitant.

Mr. Crawford put in a rejoinder.

Communications were read from the Medical Committee and the old Superintendent of Public Charities, pointing out the necessity for a new hospital and the good points of the Ashland avenue lot.

The report was adopted,—yeas 9; nays 6,—as follows:

Yeas—Ashton, Crawford, Herting, Jones, Lonergan, Pahlman, Roelle, Russell, and Miller—9.

Nays—Bogue, Clough, Galloway, Harris, Harrison, and Singer—6.

Mr. Ashton, in explaining his vote, denied that there was any job in the matter, so far as he had been able to find out. He took advantage of the fact that he had the floor, to state that he had not been a bar-keeper, as was falsely alleged by the Times. He never was on that side of the bar. If any Commissioner doubted his statements, he would refer them to Dr. Freer.

Those who voted in the negative explained their votes, and generally expressed themselves in favor of a lot between Lincoln and Wood and Taylor and Harrison streets, which the Committee had medical men thought a good one.

COURT-HOUSE PLANS.

Mr. Singer moved to take from the table the majority and minority reports of the Joint Committee on the Court-House Plans.

It was agreed to.

Mr. Singer moved that they be recommitted to the Committee.

Mr. Miller opposed. The Committee worked six months and made a report, which every member signed. He moved to adopt it, but the Commissioners who signed it treated it like a bastard child, and tried to strangle it.

Mr. Singer had steadily voted to have the majority report adopted, but the Board had hedged. To make another effort to get the thing in shape acceptable to the Board, he had moved to recommit.

Mr. Clough said the Council had recommitted. The Board had postponed, to see what the Council would do, and now their action was known. It was important for the Board to know what the cost of these three plans would be, and the Board had better recommit, so as to act harmoniously with the Council. Personally he had no preferences, and knew nothing of architecture, but he did not want to persist in a course which would delay action. He did not want to stand up against a storm of public indignation. The people demanded action.

Mr. Bogue believed Mr. Miller erred when he said the Convention did not sustain its report. The members had always voted for it. He was in favor of recommitting simply because the Council so.

Mr. Miller said in the Council every member of the Committee on Public Buildings voted against recommitting.

Mr. Crawford said some members of the Building Committee were opposed to recommitting, since they had already had so much of it. He thought the report they had made was as good as could be had. Unless the Committee wanted it recommitted, he did not see why it should be done. It was better to award the prizes and settle the matter.

The motion to recommit was not agreed to—yeas, 8; nays, 5—as follows:

Yeas—Bogue, Clough, Galloway, Harrison, Jones, and Singer.

Nays—Ashton, Crawford, Haynes, Herting, Lonergan, Pahlman, Roelle, Russell, and Miller.

A motion to adopt the minority report of Ald. Galloway took.

A motion by Mr. Harrison to recommit, with directions to give the first premium to Tilley, the second to Mair, and the third to Gay, was lost—yeas, 7; nays, 8—as follows:

Yeas—Ashton, Bogue, Galloway, Harris, Harrison, Jones, and Russell—7.

Nays—Crawford, Herting, Lonergan, Pahlman, Roelle, Singer, and Miller—8.

The report giving the premiums to Mair, Gay, and Tilley was adopted—yeas, 10; nays, 5—as follows:

Yeas—Ashton, Bogue, Galloway, Herting, Jones, Lonergan, Pahlman, Roelle, Singer, and Miller—10.

Nays—Clough, Harris, Harrison, Jones, and Russell—5.

COUNTY PHYSICIAN.

Mr. Harrison offered the following, which was adopted:

Whereas, Grave charges have been circulated through a public newspaper against the County Physician, the success of the parties said to know of the facts charged having given; therefore

Resolved, That a committee of three be appointed to examine into the facts and report to this Board.

Messrs. Harrison, Jones, and Clough were appointed to act on the Committee.

GRAVEL FOR THE POOR-FARM.

Mr. Crawford offered the following:

Resolved, That the Committee of Roads and Bridges be instructed to contract with the authorities of Jefferson to haul gravel from the Poor-House farm and distribute it upon the Northwestern plank road and the southeast corner of the Poor-House farm.

It was referred to the Committees on the Poor-House and Roads and Bridges.

The Board took a recess till Friday.

THE CHICAGO & ATLANTIC RAILWAY.

A meeting of the stockholders of the recently-consolidated lines of the Chicago & Atlantic Railway Company, held at Huntington, Ind., Thursday, for the election of officers, resulted as follows: Board of Directors—W. A. Parks and George A. Simfeldt, of Illinois; John C. Earle, J. B. Hymer, George J. Bippus, J. W. Purviance, and John Studebaker, of Indiana; L. T. Hunt and Thomas Espy, of Ohio. The Board of Directors was thereupon organized by election of George J. Bippus, of Huntington, Ind., President, and L. T. Hunt, of Kenton, O., Vice-President. L. P. Milligan, of Huntington, was elected Secretary; J. C. Hill, of Chicago, Treasurer, and George Paul, Chief Engineer. The President, Vice-President, and J. W. Purviance will constitute the Executive Committee. The Finance Committee comprises J. W. Purviance, John Studebaker, and Thomas Espy. The general offices of the Company will be located at Huntington; with offices at Huntington, Ind., and Kenton, O.

The final arrangements for the construction of the road were then agreed upon, and a contract was also entered into with the Western Union Telegraph Company for the erection of their line along the entire route of the road. W. W. Parvis, President of the Construction Company; Mr. Miller, contractor, and Mr. Alfred C. Garcia, of New York, financial agent, were present, and completed their final arrangements with the Company for the construction of the road. Mr. Garcia is expected to sail for Europe some time this month, where arrangements have already been perfected to place the Chicago & Atlantic Railway Company on a sound financial basis among the capitalists of London.

The work of construction on this road will now proceed as rapidly as the engineers can prepare it; and those who have heretofore doubted the success of the enterprise will soon be convinced of its speedy construction.

ANOTHER NEW CHURCH.

Laying of the Corner-Stone of the New Baptist Church at Morgan Park Yesterday Afternoon.

The Chicago Baptist Union has not completed the second year of its existence, yet during that short time it has perfected its organization, built an elegant church for the Evangelical Mission, and yesterday entered upon another important enterprise in laying the corner-stone of a beautiful building at Morgan Park.

At 12:20 p. m. the train started from Rock Island Depot, carrying at least 400 of Chicago's most liberal and public-spirited Baptists. An hour's ride brought the delegation to Morgan Park, in the middle of which was to be seen the material for the construction of the future church. Here the procession was increased by a large number of people from the surrounding country, and they gathered about the timbers of the yet unconstructed edifice under the eye of Dr. C. R. Blackall, master of ceremonies.

The exercises began by singing "Stand up and bless the Lord," etc., conducted by Mr. G. C. Stebbins, of the First Church, while Miss Grant, of the Second Church, presided at the organ. The Rev. R. J. Langridge, of the South Church, invoked the Divine blessing. The Rev. W. W. Everts, Jr., of the First Church, read appropriate selections of Scripture. After an eloquent and fervent prayer by J. B. Thomas, D. D., of the Michigan Avenue Church, Dr. Blackall proceeded to the laying of the corner-stone.

The Doctor held in his hand a tin box stuffed with items of information for future generations which might exist after these stones had crumbled into dust. The most important document, however, was one which will interest the generation of the present. It was a history of the enterprise, read by the missionary on the field, the Rev. A. J. Colby.

The Bible Island Land and Building Company first conceived the idea of building a church which might enhance the value of real estate as well as be good of their fellow-men. They therefore offered to donate a lot and $4,000, agreeing to raise $4,000 more among adjoining land-owners, to any denomination which should proceed immediately to the erection of a $12,000 church. The Rev. Colby, perceiving at a glance the importance of the field, began immediately to raise the remaining $4,000, but soon after ward concluded that it would be better for the Calvinistic Baptist Union, which accepted the offer, and entered upon the work, continuing the Rev. A. J. Colby as missionary.

Already a Sabbath-school has been organized, numbering 100, which number witnesses a weekly increase, on account of the rapidly-increasing population. There is regular preaching, and a Ladies' Aid Society is organized.

The church building will be of wood, with a stone foundation, 30x60, with two wings, which give it a cross-like appearance. The height of the walls is 40 feet, its roof, of Gothic shape, supports two towers, one 75 and the other 120 feet in height. The interior will be elegantly frescoed, and will have a seating capacity of 500 persons. E. S. Jenison, of Chicago, is the architect.

After the benediction, by the Rev. A. J. Colby, the procession repaired to the adjoining grove, where they listened to addresses by eminent divines.

The Rev. T. W. Goodspeed next mounted the stage. He had never been at the laying of a corner-stone before. He was glad to see so large a representation of Baptist people. It is unity, indeed, where we all meet with one common purpose, to build up our Master's Kingdom. All should unite in one common object, at least,—that of planting churches in the city and its suburbs. He believed the union should be merged into a Church Extension Society. He closed by congratulating the Baptists on the fact that within the past six months six Baptist Churches had been organized, and that a spirit of work seemed to pervade their membership.

The Rev. Dr. Thomas amused the audience for some time by his pleasing jokes and anecdotes. He thought the Blue Island Company knew how to use money to the best advantage when they contributed so liberally to the erection of this church.

The Rev. John Gordon, of the Western Avenue Church, spoke to the ladies. He didn't believe that woman should mount the platform, but thought that to them, in a great measure, was committed Christian labor. He was pleased to see churches springing up in suburban towns, yet he was pained to see Christian people leave the city and its crowded, teeming, wicked multitudes. Nowhere are Christian workers more needed than in the city.

Col. Clark, of the firm of Clark, Layton & Co., was the last speaker. He said he had transacted the Bible for a year, but could find some excuse for not contenting himself by telling an "unvarnished tale." He did not doubt that in ten years Morgan Park would boast a population of over 20,000 souls.

This is the first time that the Baptists of Chicago have come together to lay the corner-stone of a church to be erected under the auspices of their Representative Board, and, as they separated for the train at 5:45 yesterday afternoon, it was the unanimous opinion that it would not be the last.

PERSONAL.

His Excellency, Gov. John L. Beveridge, and son, Springfield, are at the West Side Briggs.

Dr. T. Canisius, Penitentiary Commissioner, Joliet, is at the West Side Briggs.

Gen. John McDonald, Supervisor Internal Revenue, St. Louis, is at the West Side Briggs.

Chauncey T. Bowen, Esq., returned home yesterday morning from a short trip to Newport and Saratoga.

Hon. Wm. E. Henry, Mayor of Joliet, left the West Side Briggs House last night with the remains of the Hon. J. W. Smith, J. R. Fleury, M. Divilbiss, Jr., and Capt. Wm. Leslie.

Mr. Roger J. Brass, one of the victims of the late railroad disaster, about two weeks ago took out a $4,000 policy of insurance in the National Life Insurance Company of Chicago.

News was received in this city yesterday of the death at Denver, Colorado, on last Friday, of Mr. G. C. Cook, the head of the well-known grocery firm of G. C. Cook & Co., of this city.

Levi Meyerle, the famous third-baseman of the Philadelphia White Stockings, will not be able to play in the game this afternoon between his club and the Red Stockings, of Boston. Ryan, formerly of the Bostons, will be his substitute.

Among the arrivals at Anderson's yesterday were: R. R. Harris and H. Chase, La Porte, Ind.; A. H. Keegan, Minneapolis, Minn.; W. A. Lord and family, Joliet, Ill.; D. Segar and family, Adrian, Mich.; L. Pramback, New York; S. Good, St. Paul, Minn.; J. H. Tracy and wife, St. Louis, Mo.; R. Proctor, Oregon; T. Klemm, Toledo, Ohio; O. H. Klemm, New York.

Mr. R. H. Law, clerk to Police Superintendent Washburn, died yesterday afternoon, after an illness of just two weeks. Mr. Law has been at Police Headquarters since last January, and leaves a wife and a large circle of friends. The funeral will take place to-day at 11 o'clock from the residence of his father-in-law, the Hon. R. F. Derrickson, No. 426 Catharine street.

James O'Neill, of Joliet, aged 26 years, son of P. O'Neill, claim and glassware merchant, Twenty-second street, Chicago, died at the City Hospital yesterday morning, a victim of the disaster on the Chicago & Alton Railroad. The remains will be removed from the residence of his father, No. 19 Churchill avenue, on Wednesday morning at 9 o'clock, to St. James' Church, Prairie avenue, after which the body will be taken to Joliet, per the 10:15 train of the Rock Island Railroad, from Twenty-second street.

A dispatch from Wood's Museum, Philadelphia, announcing the death of Mark Quinlan, the comedian, on Sunday evening, was received in this city yesterday. This will be sad news to a great many people here, among whom Mr. Quinlan was born and bred. He was a very young man and a very promising actor in his line. His last public appearance in Chicago was made in "A Midsummer Night's Dream," at Wood's Museum. He was a general favorite while a member of the old Museum company, and divided with John Dillon the honors of many an amusing performance.

Martin V. B. Bennett, one of the old wheelhorses of Iowa Democracy, has turned up at Geneva, Texas, where he proposes to edit a Democratic paper.

John Dillon having been attacked seriously with colic, last evening, the Wallack Dramatic Combination failed to favor our citizens with a second appearance.—*Galesburg Free Press.*

A letter written to Henry Miner by S. M. Smith states that he was attacked with something similar to cholera after his return home from the meeting at Biggs' Grove.—*Winchester (Ill.) Times.*

Augustus F. Broad, of Freeport, Ill., has commenced an action for libel against the *Aurora*, of that city, laying damages at $25,000 for an article criticising his acts while a member of the Grand Jury.

Gen. Henry M. Whittlesey, whose death has recently been announced, was a native of Connecticut, but made Detroit, Mich., his residence soon after 1830. He resigned as Register of Deeds, in 1861, to go into the army, and, up to June, 1865, remained on the staff of Gen. A. S. Williams. He was subsequently transferred to Gen. Howard's Bureau of Refugees, and, later, was Comptroller of the City of Washington, D. C.

Elias Durand, an eminent pharmacist and botanist, died Aug. 13, in Philadelphia. He was born in Mayenne, France, Jan. 28, 1794, and after studying in Paris he joined the medical staff in Napoleon's army, and was present at the battles of Lutzen, Bautzen, Hanau, Hasibach, and the bloody conflict at Leipsic. A herbarium, embracing 10,000 American plants, presented by him, occupies a separate gallery in the Jardin des Plantes, in Paris.

I am not competent to say what the opinion of the people of England on this matter of the Duke of Edinburgh's allowance is, nor do I know anybody more competent than I. The people have not been consulted, and nobody makes any pretense of consulting them, or of desiring to ascertain their wishes. A majority of them, if consulted, would probably reply that they do not know who the Duke of Edinburgh is, and would certainly reply that they had never heard of the Grand Duchess Alexandrovna. And as they live on weekly incomes, varying from nothing to 30 shillings a week, they would add that the sum of £25,000 is a sum respecting which they can form no conception.—*New York Tribune's London Letter.*

THE MISSOURI TRAGEDY.

A Mob Shoot a Sheriff and Two Other Officers, Take A Male-Thief from Their Custody, and Hang Him.

Fulton, Mo. (Aug. 12), Dispatch to the St. Louis Republican.

To-day was the time set for the trial of the Kesslers, celebrated for horse-stealing and other crimes. The prisoners have been confined at Jefferson City for safe-keeping. Yesterday evening the Deputy Sheriff and his assistants were sent over to escort the prisoners to this place. About two miles this side of Cedar City young Kessler complained of a cramp and was escorted to the gentlemen's closet. It seems he and his father were handcuffed together, and while he was inside the old man remained in the door. The guard was unsuspecting and young Kessler slipped the handcuffs.

After a time the guard became impatient, and when old Kessler stepped aside the guard were amazed to find young Kessler had flown. He had jumped out of the window, and at this point being very steep, the train was running slow. It is supposed the leap did him no injury. When the train arrived here at 11:50 there was a large crowd at the depot, and the surprise and chagrin can better be imagined than described to find one of the pets had escaped.

It was evident from that time on that there was going to be trouble, and crowd kept increasing until 1 o'clock, there being 100 people in town. At 12 o'clock the court convened.

The prisoner having no counsel or money, the Court appointed Harris & Blount to defend him. After counsel consulted the prisoner a few minutes they asked for additional time to consult with the prisoner, which was granted. The Court then took a recess until 1 o'clock. During the recess it became more apparent that trouble of a serious character was ahead.

Knots of excited men could be seen together talking in a low tone and using threats and words that showed all the hell that was in them were aroused. On the reassembling of the Court, the crowd again filled the Court-House to suffocation.

The prisoner, through his counsel, pleaded guilty, and was sentenced to six years in the Penitentiary.

When Judge Burckhardt had finished the sentence he made an urgent appeal to the citizens to let the law take its course. It seemed for awhile that his remarks had had the desired effect, but as the time approached for the prisoner to leave on the 4 o'clock train for Jefferson City it became certain in your correspondent's mind that an attempt would be made to lynch Kessler.

At 3:05 a close carriage drew up in front of the Court-House. In a few minutes afterwards the Sheriff, Col. George Law; John G. Provines, Prosecuting-Attorney; Dundon and George Arthur, Constables of the township, came out of the Court-House in charge of Kessler. The City Marshal had been summoned, and was near the carriage with six or seven men, mounted and armed to act as an escort. After placing the prisoner in the carriage, the three first-named gentlemen got in. Mr. Theo. Henderson, the owner and driver of the carriage, was about to mount the seat. A man stepped up with a drawn revolver, and bade him stand aside, and took the reins, and, jumping on the seat, started down the street on a run. The man who was driving turned and pointed his revolver at Kessler, when the gallant Sheriff, George Law, caught the pistol in his only hand, as one of them was shot off in the war, and turned it outward. The pistol was discharged.

Just at this moment, about twenty-five men mounted their horses and went in pursuit of the carriage, and commenced firing into it. Col. Law was shot in the spine, and cannot live. Dundon was shot in the neck, the ball ranging downward; at this writing, I cannot tell whether the wound is fatal or not. John G. Provines, Prosecuting Attorney and editor of the *Press*, was shot through the wrist and groin on the right side; not fatal.

At the head of Main street the mob got possession of the carriage, and drove to a grove about a mile from the Court-House, and there hung Kessler until he was dead. His remains are still hanging there. He made no statements, but offered up a very earnest prayer. The excitement is indescribable. Some of the men engaged in this terrible affair are some of the best citizens in the county.

FULTON, Mo., Aug. 16.—The excitement has somewhat abated, and deep sorrow has taken its place. No such an affair during the bloody four years of the Rebellion ever characterized our county.

Who is responsible? Gov. Woodson, having heard that trouble was apprehended when the Kesslers were to be tried, wrote to Sheriff Law tendering him assistance, if he thought he needed it.

Col. Law, after consulting with some of our most prominent citizens, concluded that the presence of armed men from abroad would have a good effect and deter the mob from attempting violence. Acting upon this hypothesis he sent a communication by Boulware, Deputy-Sheriff, whom he sent for the prisoners, to Gov. Woodson, asking for six armed militia, or such number as he thought adequate to protect the prisoners.

The Governor replied that he had concluded it was better to get his guard from Callaway, and declined to send any State troops.

If he had carried out any part of his daring offer, this terrible affair would probably have been averted.

Col. Law suffered intensely up to 12 o'clock last night, after which time he became easier, and is resting tolerably well. Thomas Hoyard probed the wound, and thinks there is a slight chance for his recovery. Two days from to-day will settle his case in all probability.

Dundon's condition is a little better, having rested well after 12 o'clock last night. The physicians have failed to find the ball. The shot entered his left ear, taking off a part of it, and entered the neck ranging downward.

John G. Provines' injuries proved slight. Four bullet-holes were in his coat, but none of them took effect, except a slight flesh wound in his right side.

Kessler is now lying in the Court-House, having laid there since last night. I saw him this morning. The rope that hung him is still on him; also the handcuffs that were placed on him when they started with him from the Court-House. He will be buried to-day. The Coroner's inquest is going on. Every effort will be made to ascertain all the facts.

THE CHOLERA-HOAX.

To the Editor of The Chicago Tribune:

SIR: I see the *Times* reporter is out with another cholera-scare this morning. His history and diagnosis of the disease now somewhat prevalent in a small neighborhood in the southern part of the city, are simply ridiculous and untrue, and liable to frighten some good but aged woman.

Allow me to give the whole truth in regard to this matter in a few words:

If this reporter for the *Times* will so much oblige the community as to take a few grains of arsenic, he will immediately experience nausea, vomiting, purging, cramps, collapse, and death; and the autopsy would disclose the fact that he had taken poison. Now his sickness and death would be the same Asiatic cholera that we describe so graphically as now occurring in the southern part of the city. Very many people in that section have not taken arsenic, but they have been taking, in smaller quantities, just as active and deadly agents as arsenic, in the surface-water they have been drinking, and in the partially-decayed vegetables and nearly-putrid meat and fish that they have been eating. Those cases in Burnside and Butterfield streets are far from being genuine cases of cholera. They were all cases of active poisoning,—nothing more, nothing less; and it is truly absurd, wicked, and malicious to try to get up an old-woman scare for the sake of selling a few more copies of the iniquitous *Times*.

N. P. ENGLE, M. D.

Room 38, McCormick Block.

CHICAGO, Aug. 16, 1873.

YESTERDAY'S TEMPERATURE.

CHICAGO, Aug. 18.

The range of temperature this day, as reported by T. Mansens, optician, 23 West Madison street, every half-hour, is as follows:

FAHRENHEIT.			
7:00 a. m.	70	1:00 p. m.	89
7:30 a. m.	71	1:30 p. m.	89
8:00 a. m.	74	2:00 p. m.	89
8:30 a. m.	77	2:30 p. m.	87
9:00 a. m.	78	3:00 p. m.	87
9:30 a. m.	80	3:30 p. m.	86
10:00 a. m.	82	4:00 p. m.	85
10:30 a. m.	83	4:30 p. m.	85
11:00 a. m.	85	5:00 p. m.	85
11:30 a. m.	87	5:30 p. m.	78
12:00 m.	88	6:00 p. m.	78
12:30 p. m.	88		

MARKETS BY TELEGRAPH.

New York Financial News.

NEW YORK, Aug. 18.—Money more active early in the afternoon at 4@5 per cent, but closed easy at 3½@4 per cent.

Sterling dull and lower at 108½@108¾ for 60 days, and 109@109¼ for sight.

Gold room rates all day, $1781,000.

Gold advanced and higher on fair business at 115¾@115¾, closing at 115¾. Loans were from 2 to 4 per cent for carrying. Clearings, $26,000,000. The Assistant-Treasurer disbursed $107,000.

Government strong, in sympathy with the improvement in the London market. Demand active and supply limited.

State bonds quiet.

Stocks opened dull and weak, and under hammering by the Bears declined from ¼ to 1½ per cent. Late in the day there was an improved feeling, and the decline was fairly recovered in some instances, the strongest on the list being Pacific Mail, Ohio & M., and C. & I. C. Western Union opened at 91, fell off to 89¾, and closed at 90¾. Pacific Mail declined from 49 to 39¾, advanced to 49¾, dropped to 47¾, and closed at 49¾. Other Southwestern lines were comparatively steady. The Wabash remainder of the list was dull and weak. The remainder of the list was dull and weak. The Pacific Mail says that the Japan steamer will not be withdrawn, and the Directors are evidently ranged on opposite sides of the market. A protest was circulated among the stockholders of Panama for signatures, in which it was stated that the Pacific Mail was insolvent and that any money loaned to this Company by the officers of the Panama Railroad Company they should hold the latter personally responsible for. To-day counter circulars had been issued by the friends of the administration of affairs of the stockholders of Panama, requesting the Directors to authorize a loan of money to the extent of $250,000 on each of the new steamers of the Pacific Mail, which loan was authorized to cost $600,000."

Sterling exchange, 109¾.

GOVERNMENT BONDS.

Coupons, '81	119¾	Coupons, '67	119¾
Coupons, '62	117¾	Coupons, '68	119¾
Coupons, '64	117¾	10-40s	115¾
Coupons, '65	118¾	Currency 6s	119¾
Coupons, '65 (new)	117¾	New 5s	114¾

STATE BONDS.

Missouris	93¼	Virginias, old	42½
Tennessee, old	52	North Carolinas, old	37½
Tennessee, new	51½	North Carolinas, new	15
Virginias, new	52		

STOCKS.

Canton	58½	St. Paul pfd	71
Western Union	90¾	Wabash	70
Quicksilver	40	Wabash pfd	90
Quicksilver pfd	84½	Fort Wayne	93¾
Adams Express	72	Terre Haute	20
Wells Fargo	72	Terre Haute pfd	35
American Express	61	Chicago & Alton	110
United States Ex	66	Chicago & Alton pfd	134
Central Pacific	97	Ohio & Mississippi	30½
New York Central	104¾	C. C. & I. C.	94
Erie	49¾	C. R. & Q.	106
Erie pfd	89¾	Illinois Central	106
Harlem	125	Illinois Central pfd	106
Harlem pfd	135	Union Pacific stocks	81¾
Michigan Central	93	Union Pacific bonds	90¾
Pittsburgh	87½	Central Pacific bonds	100½
Northwestern	84½	Del. Lack. & Western	100½
Northwestern pfd	84½	B. H. & Erie	2¾
Rock Island	109¾		
N. J. Central	103¾		
St. Paul	61¾		

Foreign Markets.

LIVERPOOL, Aug. 18—11 a. m.—Market unchanged. Flour, 26@32s. Wheat, winter, 12s@12s 3d; spring, 11s 10d@11s 11d; white, 12s@12s 2d; club, 12s 3d@12s 5d. Corn, 30s 3d. Lard, 36s.

LIVERPOOL, Aug. 18—2:30 p. m.—Market unchanged. LIVERPOOL, Aug. 18—3 p. m.—Breadstuffs firm; winter wheat, 12s 3d; spring, 11s 4d@12s; club, 12s 0d@12s 3d. Lard, 36s 3d.

LIVERPOOL, Aug. 18—4 p. m.—Market unchanged and unfavorable to crops.

LONDON, Aug. 18—3 p. m.—Consols for money, 92¾@92¾; account, 92¾@92⅞; U. S. 5-20s, 1867, do '65, 92¾; do '67, 90¾; do 10-40s, 88¾; Erie, 8¾; Illinois Central, 93¾. Bullion in the Bank of England decreased £12,000; rate of discount on three months' bills in open market ¾ below bank rate.

Turpentine, 31.

PARIS, Aug. 18.—Rentes, 57f 65c.

LIVERPOOL, Aug. 18.—Evening.—COTTON—Easier, but not quotably lower; middling uplands, 10¾d; middling Orleans, 9¾d; sales 20,000 bales; speculation and export 4,000 bales, at former rates. Receipts of new crop not below, good ordinary, 9¾d.

Breadstuffs firm; California white wheat average 12s 2d@12s 4d; club, 12s 0d@12s 2d; red spring, 11s 10d@12s; red winter, 12s 3d. Flour, 26s@32s. Corn, 30s 3d.

Beef, 65s. Lard, 36s 3d. Cheese, 54s. Cumberland Office, 37s; short rib middles, 40s.

Spirits petroleum, 10½.

ANTWERP, Aug. 18.—Refined petroleum, 37¾.

Pittsburgh Oil Market.

PITTSBURGH, Pa., Aug. 18.—CRUDE PETROLEUM—Quiet at $1.25; refined quiet, quoted at 16c.

The Produce Markets.

NEW YORK.

NEW YORK, Aug. 18.—COTTON—Dull, with modern sales of 1,000 bales. Sea Island, 28½; Rules of Futures, 5,000 bales. August, 23½@23¾; September, 21 15-16@22; October, 17½@17 15-16; November, 17 15-16@18; December, 17 15-16@17 11-16.

BREADSTUFFS—Low native 1 spring, 16,000 bu; Superfine Western and State, 5,000 bbls; common to good, $5.15@5.50; good to choice, $5.55@7.35; white wheat extra, $7.30@8.40; extra Ohio, $5.80@8.90. St. Louis, $5.70@8.75. Rye flour in moderate request at $5.25@5.50. Corn, 1,000 bbls. Wheat higher, with limited inquiry; receipts, 30,000 bu; No. 2 spring, $1.06@1.06½; No. 3 do, $1.03; Northwestern spring, $1.08; Iowa spring, $1.03½; more to good new, winter, $1.08@1.09; amber State, $1.09@1.10; No. 2 red winter, $1.09@1.09½; No. 1 do, $1.11@1.11½; white Michigan, $1.11@1.12. Rye dull. Barley quiet. Malt firmer; four-rowed State, $1.20@1.30. Corn dull; receipts, 4,000 bu; steamer mixed, 46½@47c; sail, 47@47½c; high mixed Western, 48c; yellow Western, 48½@49c; Michigan, 48½@49c. Oats moderately active; receipts, 35,000 bu; mixed Western, 42@43½c; white Western, 46@50c; black Western, 42@43c.

Beef firm. Pork firmer. Lard firmer, $9.

HAY AND HOPS—Unchanged.

GROCERIES—Coffee strong; No. 1's, 19¼@21½c. Sugar active; fair to good refining, 8@8 5-16c. Molasses quiet and firm. Rice firm; Carolina, 8¼@8¾c.

PETROLEUM—Crude, 6¼@6¾c; refined, 16¼@16¾c.

TURPENTINE—Quiet, at 43c.

STOCK OF GRAIN IN WAREHOUSE.

Wheat, bu	870,000
Corn, bu	1,260,000
Oats, bu	700,000
Rye, bu	183,000
Barley, bu	6,000
Malt, bu	130,000
Peas, bu	13,000

PROVISIONS—Pork firm and quiet; new mess, $18.25@18.50. Beef unchanged. Cut meats quiet; middles steady; long clear, 6¾@6¾c; long clear, 7c. Lard firmer; Western steam, 9¾c; new, 9 3-16@9¾c.

BUTTER—Quiet; Western, 16@18c.

CHEESE—Steady at 12¼@13c.

WHISKY—Active and firmer at $1.00.

CINCINNATI.

CINCINNATI, Aug. 18.—COTTON—Quiet at 18½c.

BREADSTUFFS—Flour in fair demand and advanced at $5.60@6.60. Wheat firm at $1.20@1.20. Corn quiet and unchanged. Rye firm at 70c. Oats quiet and unchanged. Barley quiet and unchanged.

PROVISIONS—Strong.

OILS—Firm.

LARD—Quiet and unchanged.

WHISKY—Firmer; sales new pork quietly held at $18.75 @17.00. Lard quiet and firm; steam nominal at 8c; city bellie held at 8½@8¾c. Bulk meats strong; shoulders held at 6¾c; sales of clear rib sides at 9¾c; clear held at 9¾c. Bacon in fair demand; sales of shoulders at 8¾c, mostly held at 9¼c; clear rib sides held at 10½c; clear, 10¾@10¾c.

WHISKY—Firm at 90c.

MEMPHIS.

MEMPHIS, Aug. 18.—COTTON—In fair demand and firm. Ordinary, 15gth; good ordinary, 16c; low middling, 17½c; middling, 18c; receipts, 295 bales; shipments, 1,439 bales.

BREADSTUFFS—Flour is good demand at full prices; medium, $5.00@5.50; family, $6.00@6.50. Corn meal dull and drooping, at $1.10@1.12. Corn dull and drooping, at 40@45c. Oats quiet and weak at 42c.

HAY—Scarce at $20.00.

BRAN—Heavy at $16.50.

PROVISIONS—Bacon in fair demand and firmer, at 9½, 11½, and 11¾c. Lard and pork dull and nominal.

WHISKY—Dull at 90c.

DETROIT.

DETROIT, Aug. 18.—BREADSTUFFS—Flour quiet and unchanged. Wheat dull and a shade lower; extra white, $1.12; No. 1, $1.04½; amber, $1.04@1.04½. Corn quiet and firm. Oats in good demand at full prices; No. 2, 38c. Receipts—Flour, 1,000 bbls; wheat, 5,000 bu corn; 6,000 bu oats.

Shipments—2,000 bbls flour; 700 bu wheat; 1,000 bu corn; 3,000 bu oats.

NASHVILLE.

NASHVILLE, Aug. 18.—COTTON—Nominal; 14½@15½c.

BREADSTUFFS—Flour—higher grades advanced to $5.75@6.50. Wheat—higher grades advanced to $1.30@1.35. Corn quiet and unchanged at 60c. Oats dull and drooping at 45c.

PROVISIONS—Firm and active. Lard quiet and unchanged at 9½c. Bulk meats in good demand at full prices; shoulders, 6½c; clear rib sides, 10¼c; clear, 10c. Bacon in fair demand and firm; shoulders, 10¼c; clear rib sides, 11½c; clear, 11¾c. Hams quiet and unchanged; sugar cured 15½c; plain country, 13@14c.

WHISKY—Fair demand; advanced to $1.00.

LOUISVILLE.

LOUISVILLE, Aug. 18.—BAGGING—Held steady; 9, 9½, 10¼c; 2's, 14c. Declined brisk.

COTTON—Quiet; low middling, 15c.

BREADSTUFFS—Flour quiet, firm, and unchanged. Wheat very firm, at $1.35@1.35 for choice quality on arrival. Corn steady; demand moderate, at 55@56c, delivered in depot. Oats steady, at 41@43c, delivered in depot. Rye, demand good, at 68@67c; receipts light. Barley nominal.

PROVISIONS—Coffee strong, with moderate demand; Rio, 20½@20¾c.

HAY—Steady; demand light; choice, delivered in depot, $20.00.

PROVISIONS—Mess pork easy, at $16.50@16.75. Bacon held full rates; shoulders, 9½c; clear rib sides, 10¾@11c; clear, 11@11¼c packed. Hams quiet and unchanged. Bulk meats quiet and steady; shoulders, 8¼c; clear rib sides, 9¾c; clear, 10c. Lard firmer; prime steam, 9¼c; leaf, 10c; kettle, 10¼c; choice leaf, 10¾@10¾c.

WHISKY—Quiet at 90c.

MILWAUKEE.

MILWAUKEE, Aug. 18.—BREADSTUFFS—Flour, demand light and holders firm; extra spring, $5.85@6.90. Wheat steady; No. 1 Milwaukee, $1.33½; No. 2, $1.28½; seller August, 1.24½; seller September, $1.14½. Corn in fair demand and firm; 36c. Oats unsettled. Oats, demand light and holders firm; No. 2, 27½@28c. Rye scarce and firm; No. 1, 65c. Barley dull and nominal; No. 2 spring, $1.60.

PROVISIONS—To Buffalo, 5c; Oswego, 10½c.

RECEIPTS—Flour, 4,000 bbls; wheat, 34,000 bu.

SHIPMENTS—Flour, 9,000 bbls; wheat, 105,000 bu.

ST. LOUIS.

ST. LOUIS, Aug. 18.—COTTON—Dull and nominal.

BREADSTUFFS—Flour quiet and unchanged. Wheat lower, with a good business at the decline; No. 3 red fall, $1.30; No. 2 red winter, $1.45. Corn steady; No. 2 mixed, 37½@38c on track; 39@39½c for warehouse and elevator; 40c for August; 40¾c for September; 42c for October. Oats dull but unchanged; No. 2, 29@30c in elevator and warehouse. Barley in good demand and higher; No. 3 spring, 90c; No. 2 do, $1.10. Rye active and higher; No. 2, 66c.

WHISKY—Firm at 94c.

PROVISIONS—Pork firm at $16.75@17.00. Dry salt, no sales. Bacon quiet at jobbing and orders; sales at 9¼@9½c@10¼@10¾c. Lard quiet; refined, 9¾c.

HOGS—Firmer at $4.35@4.65; fancy lots, $4.80.

CATTLE—Unchanged; good to choice wintered Texans, 2@3½c; native cows and heifers, 2@4c; butchers',

TERMS OF THE TRIBUNE.

TERMS OF SUBSCRIPTION (PAYABLE IN ADVANCE).

Daily, by mail.....$15.00 | Sunday.....$2.00
Tri-Weekly.....5.00 | Weekly.....2.00

Parts of a year at the same rate.

To prevent delay and mistakes, be sure and give Post Office address in full, including State and County.

Remittances may be made either by draft, express, Post Office order, or in registered letters, at our risk.

TERMS TO CITY SUBSCRIBERS.

Daily, delivered, Sunday excepted, 15 cents per week.
Daily, delivered, Sunday included, 20 cents per week.

Address THE TRIBUNE COMPANY,
Corner Madison and Dearborn-sts., Chicago, Ill.

TO-DAY'S AMUSEMENTS.

McVICKER'S THEATRE—Madison, between Dearborn and State. "Romance of a Poor Young Man."

GLOBE THEATRE—Dearborn street, between Madison and Washington. "Darling; or, Woman and Her Master."

HOOLEY'S THEATRE—Randolph street, between Clark and LaSalle. "The Two Orphans."

BARNUM'S MENAGERIE—Corner of Madison and Elizabeth streets.

BUSINESS NOTICES.

INSTEAD OF BITTER, USE SWEET QUININE

BATCHELOR'S HAIR DYE. THIS SPLENDID hair dye is the best in the world. The only true and perfect dye. Harmless, reliable, and instantaneous; no disappointment; no ridiculous tints or unpleasant odor. Remedies the ill effects of bad dyes and washes. Produces immediately a superb black or natural brown, and leaves the hair clean, soft, and beautiful. The genuine, signed by a Notary Public. Sold by CHARLES BATCHELOR, Proprietor, No. 81 BARCLAY-st., N. Y. VAN SCHAACK, STEVENSON & REID, Agents.

The Chicago Tribune.

Tuesday Morning, August 19, 1873.

The report of the Joint Committee on the Court-House Plans, awarding premiums to Matz, Gay, and Tilley, has been accepted by the Common Council and the County Commissioners. The plan for recommitting the report, with directions to have it so amended as to give the first prize to Tilley, was not carried out.

The Common Council were informed by the Mayor last evening that he desired to leave the city this week for an indefinite time, and that it would be necessary for them to choose an Acting-Mayor in his place. Ald. L. L. Boyd was then chosen to act as Mayor during Mr. Medill's absence. This selection is such as to render it unlikely that Mayor Medill will find it necessary to return during the remainder of his term of office. He will leave Chicago this week, and sail from New York on the 27th inst. with his family for Europe, to be gone a year or more.

To-day will be observed in Springfield, by common consent, as a day of public mourning over the four citizens of that city who were killed in the Lemont accident. Appropriate resolutions have been passed to their memory by the Common Council, and the people have appointed a committee to take charge of the interment, which will be of a public character. One of the funeral addresses will be delivered by Gov. Beveridge, and the city and State officials will be present in a body.

The railway disaster of Saturday night shows how essential the Miller or the Blackstone coupler is to the safety of railway travel. Had it not been for the coupler in use on the Alton Road, there can be no doubt that the cars would have "telescoped," and the loss of life would have probably been three or four times what it was. These couplers and the platforms of the cars were made so strong that they kept the four hind cars in line on the track, giving the people in the two passenger coaches a pretty severe jar; but the sleepers seem to have escaped even that. Had the coaches on the Pennsylvania Railway been so coupled, the accident on that road, last December, would not have occurred, and five lives would have been saved.

The Chicago produce markets were more active yesterday. Mess pork was in fair demand, and steady at $15.95@16.00 for cash or seller September. Lard was quiet, and a shade firmer at 7¼@8c per lb for winter, and 7¾@7¾c for summer rendered. Meats were quiet and firm at 7¾@8c for shoulders, 9¾@9¾c for short middlings, and 10@13c for sweet-pickled hams. Lake freights were rather more active and unchanged, at 4c for corn to Buffalo. Highwines were excited, advancing 2½c, but closed easier, at 94c per gallon. Flour was more active and firm. Wheat was active, and 1½c lower for cash, closing at $1.23; but 3c higher on options, closing at $1.21 seller the month, and $1.13¾ seller September. Corn was active and unchanged, closing at 29¾c cash or seller September. Oats were moderately active, and ¾@¾c lower, closing at 27½c cash, and 26½c seller September. Rye was quiet and strong, at 87c cash, and 85½c seller September. Barley was active, and 2@5c higher, closing at $1.05 for new No. 2 seller September. Hogs were in demand at steady prices, with sales at $4.30@4.90. Cattle were without quotable change, though choice grades were firmer.

Mayor Medill urged upon the Common Council last night the passage of an ordinance making it obligatory upon the owners of high buildings to place iron pipes in them with proper hose-couplings on each floor and the roof. Experience shows that ordinary hose will not stand the strain to which it is subjected when water is forced through it up four or more stories. In the recent fire at the Singer building, nearly a mile of hose was spoiled in two hours. Such pipes as those the Mayor recommends, the value of which has already been pressed in our columns, would save their cost in the reduction of the annual insurance charges, and in case of fire would pay for themselves a thousand-fold. In addition to this, the Mayor urges that the safety of the city requires their adoption. His message was referred to the proper committee.

Superintendent McMullen, of the Chicago & Alton Road, Station-Master Houston, of Lemont, and Conductor Russell, of the wrecked passenger train, were before the Coroner's jury yesterday investigating the causes of the recent accident. Superintendent McMullen stated that the blame of the accident lay upon the conductor and engineer of the coal train. The former had been one year, the latter one month, on the road, and they were both believed to be capable and trustworthy. The engineer had full discretion under his instructions from the Company to disregard any order from the conductor that would endanger life or property or violate the rules. The present was such a case, as the coal train had no right whatever to be on the road. The excuse of the engineer, that his watch had stopped, the Superintendent says, is the excuse always made in such cases. The engineer has been thrown into jail by the Company, and the conductor will be put here, as soon as they can catch him. The testimony of the others corroborated these statements concerning the culpability of the engineer and conductor of the coal train.

In commenting upon the recent railroad disaster which occurred near Wigan, England, the *London News* takes the ground that there can be in that country no accidents which can be strictly regarded as "unavoidable." It admits that, in certain countries and climates, the elements may furnish causes over which human management can exercise no control,—such as the sweeping of a whole train of cars from the track by a tornado, or the sudden slides of land and snow, or the impetuous washing away of bridges. As these causes are never present in England, it is held that none can occur which could not have been prevented by human caution and foresight. The accident which called out this comment was nearly as serious, though not so appalling, as the Lemont disaster. Eight persons were killed instantly, and thirty were badly wounded. The train was a heavy one, consisting of twenty-two carriages (the English railroad-carriage being about one-third the size of the American passenger-coach), three vans (baggage-cars), and two engines. The cars were all full, a large number of the passengers being on their way to Scotland for the summer. Within a few yards of the platform at Wigan station, the train passes two switches leading off to circular tracks accommodating local trains. The two engines and seventeen of the coaches passed over all right; the others were somehow, not yet explained, thrown off the line, and jammed up against the station-buildings. Of course, the wreck was complete. But, on the hypothesis that no act is entirely unavoidable,—and this idea obtains very generally in England,—the investigation will be thorough, and the responsibility fixed where it properly belongs.

THE LEMONT DISASTER AND THE ALTON RAILROAD COMPANY.

It is important to fix as accurately as possible the responsibility of the railroad managers for an accident like that which occurred near Lemont. In this case the immediate blame attaches to the conductor and engineer of the coal train, who violated existing rules, and, by what appears to have been deliberate and perverse action, insured the hazard of a collision with a recklessness that is altogether unparalleled. No excuse has yet been offered on the part of the conductor who took his coal train from Lemont contrary to orders, and also contrary to custom, with the full knowledge that he must meet the regular passenger train going south, unless there were some unusual detention. The engineer is reported as saying that he was misled by his watch, which was fifty minutes slow. If this is true, it is no excuse for him, as railroad trains are not run by engineers' watches. But the story has the appearance of having been invented to shield him from blame. He accounts for the watch being so much behind time because the hands had caught. When the hands of a watch catch, one of two things occur: Either the watch stops, in which case the engineer would have known it, or the watch gains time by means of the minute-hand carrying the hour-hand forward. In no case can the hands go backward. The engineer's story is hardly entitled to credence in view of the terrible responsibility from which it is intended to relieve him. He must have known the danger which the conductor was incurring, and it was his duty to refuse to run the train. Whatever may be shown to have been the shortcomings of the Railroad Company, it does not now look as though the conductor and engineer of the coal train can escape conviction of criminal recklessness, which should be severely punished for the common good of humanity. This cannot excuse or extenuate the errors in the management of the Chicago & Alton Road, which are primarily responsible, and the only possible justification for which is to be found in the circumstance that they are common to the management of nearly all the railroads in this country.

First—The Chicago & Alton Railroad ought to have a double track. We print elsewhere a communication from a large railway stockholder, in which he takes the broad ground that every railroad should be compelled to lay a double track by imposing a statutory penalty of $100,000 for every collision that occurs. As a stockholder, he believes that the investment would pay, but, outside of every consideration of profit, the safety of human life demands it. A double track is the first and greatest protection against collisions. So long as trains thunder along on a single track in opposite directions in the black night and around curves, neither human judgment nor human care can be trusted to always avert collisions. Human liability to err seems to be intensified on railroads. A double track alone can secure the certainty of two trains passing each other without danger. This applies to all railroads. The blame that attaches particularly to the Chicago & Alton is, that its business has warranted the laying of a double track before now. The railroad has been in operation for twenty years, and for many years past has been making a great deal of money. There certainly should have been a double track between Chicago and Joliet long ago. The stone business and coal business alone would have warranted it. The losses of the road by this single accident would almost have laid a second track for that distance,—about 40 miles. The track could be laid this distance, probably, for $500,000; the losses to the Company, on account of the present disaster will, perhaps, reach $300,000. It is probable that there will be eighteen deaths, the penalty for which is fixed by law at $5,000 each. The deaths alone will cost the Company $90,000. The damages awarded to those who survive their injuries will be still larger, as there is no statutory limit. The loss of the locomotives, damages to cars and track, delay and loss of business will make another large expenditure. The disaster is one that is likely to occur any day, and it is safe to say that the money saved in damages would more than balance the interest on the cost of a second track. Every trunk line running to or from Chicago should have a double track at least within 100 miles of the city, in order to do the business safely or even thoroughly. As railroad companies are not apt to listen to the arguments of outsiders, perhaps the suggestion of the railway stockholder—a $100,000 penalty for collisions resulting in death—will commend itself to the Legislature.

Second—The Lemont collision illustrates an obvious error in train-dispatching. Trains are run on all railroads nowadays by telegraph. The train-dispatcher is at the headquarters of the division,—Chicago in this case,—and knows the precise location of every train on the road. The arrival at a station is instantly reported, and instructions immediately returned. The present custom is for the station-master to hand the dispatch to the conductor, who is to be governed by it. We presume this was done at Lemont. If it wasn't, then there is somebody else besides the conductor and engineer to blame. But, even if it was done, the error in the system still remains. Every station-master should have absolute power to hold every train that arrives. He should be the deputy of the train-dispatcher. By this means, the train-dispatcher would practically be at every station in person. If the station-master at Lemont had been vested with this authority, the moment had been vested with this authority, the murderous coal train would never have been started. No one would have dared to start it without explicit instructions from the station-master under this rule. These instructions the station-master would never have given. It is reported that he remonstrated with the conductor or other persons on the coal train against starting; if he had been vested with the authority to hold the train, the engineer would not have dared to open the throttle-valve of his machine.

Third—The officers of the Chicago & Alton Road have been blamed by many persons for the delay in getting a relief train to the wreck. We are inclined to think that there is no fault to be found on this score. Certainly they were not more dilatory than other railroad officers would have been under similar circumstances. Information of the disaster had to be taken to Lemont on foot; thence it came to Chicago by telegraph, and the proper officers had to be sent for, and doctors called out of bed, and the relief train organized. More or less delay is inevitable in the natural confusion of such an occasion. But there is one precaution which all railroads should take, and which we believe that few of them have taken. There should be an extra engine, with steam up, at the terminal stations, if not elsewhere, all the time. If such a system had been in vogue on the Chicago & Alton Road, there is no doubt that more speedy relief would have reached the suffering victims of the disaster.

We do not know what additional responsibility may be fixed upon the Chicago & Alton Railroad Company and its managers by future investigation; but the criticism we have made is generally applicable to nearly all the railroads in the country. The Lemont disaster should be the point of departure leading to a rectification of these obvious errors in management. There was one precaution which averted a more serious loss of life than actually occurred in the late collision, and for which the Company should have credit. The passenger cars, as well as the sleeping coaches, were provided with the Miller platform, which alone could have prevented telescoping in a collision of such tremendous force. Railroads which have neglected to provide these platforms and couplings should now be convinced of their usefulness, and attach them at once to all their passenger coaches.

UNWRITTEN HEROES.

Amid all the horrors of the recent railroad disaster near Lemont,—and we can scarcely recall any catastrophe of a similar nature where the details have been more terrible,—it is refreshing to read of the noble humanity and heroic effort to relieve suffering which were characteristic of some of the passengers on the ill-fated train. It does not mitigate the sufferings of the poor victims; it cannot restore the dead to life or alleviate the sorrow in so many households; it does not palliate the criminal foolhardiness and recklessness of the conductor of the freight train, and yet one cannot read of the noble work of these men and women, and of the remarkable fact that, although this disaster occurred in a neighborhood inhabited by rough people, there was not an unseemly act committed, without feeling a sense of thankfulness and admiration, and having a more abiding faith in the nobility of humanity. It is no discredit to the great majority of those who were witnesses of this disaster that they were so paralyzed with horror as to be utterly demoralized, and that their very first impulse was to fly from the dreadful scene, to turn their eyes from the heart-rending sight, and close their ears to the wails and groans of agony. Nearly all the passengers had retired or were retiring for the night. This sudden and terrible change, this unexpected summons to meet death at an instant's notice in its most terrible form, was sufficient to appal the stoutest heart. The darkness of the night, the sudden crash, the rending of the ponderous engines, the splitting and crushing of cars piled together in promiscuous ruin, the bursting of the boiler and the escape of the scalding steam into a car full of human beings, some of them unable to extricate themselves, others buried many feet away, and still others to whom death was more merciful and came instantly, make a picture of absolute terror which must forever haunt the memories of those who have survived it.

Dark and terrible as this picture is, however, it is relieved by the noble conduct of a few who rose superior to it, and showed themselves to be the masters of the situation. To master such a situation, and to master one's self at such a time, require mental and physical qualities of the highest order. Humanity and sympathy are not the only elements necessary. They only suggest that something must be done, and, in such a terrible emergency as this, the person who does not feel these promptings is a little lower than the brute. Probably every person on the train who escaped unhurt felt as if he must do something, and yet it is evident that but two out of the large number were not wholly overcome and demoralized. Even the conductor himself, upon whom passengers place reliance at such a time, was of no more help than if he had been a thousand miles away. Two men, however, in addition to their humanity and sympathy, had coolness and presence of mind enough to realize the extent of the disaster, to see the necessity of doing something immediately, and to determine what must be done. There were others who may also have been equal thus far to the emergency; but there is still another quality of a physical character, which is absolutely necessary to the achievement of any result in such cases, and that is nerve. There are few, very few, people who can look upon such terrible slaughter and such agonies of suffering without quailing and being paralyzed, however humane and sympathetic and anxious to do something they may be. These two men, Mr. B. R. Hawley, of Normal, and the Texan, Magee, had all these qualities, and when others stood terrified, or fled demoralized, or waited for some one to take the lead, they bent all their energies to the work of rescue, directed others, and worked like heroes themselves until all the victims in the smoking car were taken out from their prison-houses of torture, and tenderly cared for until help arrived from Lemont and Chicago. Such men as these never want reward, for their reward consists in the consciousness that they have done a man's duty, in a manly way, but to this will be added the fervent gratitude of those who survive, and the tearful blessings of the friends of the dead.

There were other instances of heroism on this sad occasion. The tender care, the sympathetic heart, the loving hands of women aided these men and the others who were ready to do what the way was shown them. Such occasions as these demonstrate that all women are not dolls or faint hearts; but, on the other hand, that there are those who have nerve enough for any situation—an almost superhuman strength with which to work, and an intuitive knowledge how best to administer those offices of consolation and mercy which belong only to a woman's tender hands. The interviews of our reporters have discovered the name of one of these ladies, Mrs. Robert McCart, of Bloomington, "a little lady who worked like an angel," Mr. Burgess, the sleeping-car conductor, says. This little lady found her mission,—somehow it is almost always the little women who have the great hearts and strong nerves,—and she performed it like a heroine, and the angels of mercy above must have recognized one of their number in this angel of mercy below. The deeds of these men and women belong to the unwritten history of heroes, and yet there must come a day when much that appears great must be pronounced small, and on that day these will be recognized and receive their reward. The record of the deeds of heroism on that night would be incomplete without a reference to the clear grit of Mr. Lottie, of Springfield, who, while in the agony of death, sent for the sleeping-car conductor, told him his name, made his will and signed it, and handed over his watch and jewelry to be sent to his wife and family, and then requested the conductor to leave him and help those to whom help would be of avail. That man was made in the heroic mould. He was horribly scalded, boiled, and mutilated, and yet he would not die until he had performed his last duty like a man. In this terrible retrospect it is gratifying to contemplate such instances as we have cited. It proves once more that, in the presence of these great catastrophes, so high a nobility of character and as chivalrous a degree of purpose may be developed as the world's battle-fields have ever shown, or the pages of history have recorded.

NOTES AND OPINION.

The election in Indiana, Oct. 14, will be for county officers, Circuit Judges, and Prosecuting-Attorneys. The canvass is just opening. In the Thirty-fourth Circuit (Elkhart and LaGrange Counties), the Republicans have nominated W. A. Woods, of Goshen, for Judge, and, in their resolutions, declare it "the right and duty of the State to control every corporate franchise," more especially and pointedly railroad corporations in their management and charges. The resolutions also denounce Credit Mobilier, and demand the further exposure of all parties thereto, or to any other species of political abuse or corruption; and, finally, they decree the death of every man who profits by the increase of salaries, past, present, or future.

—It is more than probable that the men who will be elected to Congress, after this, will be directly hired by their constituents for so much pay, and no stealing. Already the men of Illinois are getting their hand in on this, and the Belleville *Advocate* says:

> The Republicans of Perry County held a mass-meeting at Pinckneyville, a few days ago, looking to the nomination of county officers. Resolutions were concluded that the county officers are getting too much money, and they fixed by resolution the salaries which they will be willing to pay in future. The County Clerk they think should receive $1,000 per annum, out of which he should pay clerk-hire. The County Judge should have about $400 per annum. The County School Commissioners should have $200 per annum.

—The Farmers at Point Pleasant, Scott County, Ill., declare that the railroad article in the Illinois Constitution was knowingly adopted, and for a purpose; and that members of the present Legislature have violated their oaths by not putting that article in force. Therefore, they call on members to resign.

—In Rock Island County, Ill., where the Republican managers give no heed to the Farmers' Movement, an apportionment of delegates has been made whereby the city precincts of Rock Island and Moline will out-vote the rural districts. In that county the Farmers' Movement is called "the tail of the Democratic kite;" and, in Jersey County, it is called "the tail of the Republican kite." The Jerseyville *Democrat* takes Bourbon straight, and says:

> Now, this so-called "Farmers' Ticket" is simply the wooden horse, inside of which lies the enemy. It is the coach inside of which the Republican party expect to ride into power into Jersey County. As soon as the men well enough, their political drivers will take hold of the lines, tighten party reins, and say, "Good day, gentlemen." The history of the Republican party is one of treachery and hatred toward the Democracy.

—A Republican Convention at Sandusky, Ohio, last week, rose up and said:

> *Resolved*, That we condemn the so-called "Increase of Salary Bill" passed by the last Congress; that the members of Congress who favored the measure, *and the President who signed it* are guilty of violating the confidence reposed in them by the people, and of violating the pledges made by them during the last Presidential campaign.

But the Ogle County (Ill.) *Reporter*, which is also a Federal office-holder, wades into the subject a column deep, and brings out this:

> The "salary steal" was a Democratic measure, engineered by Democratic Congressmen, who almost to a man voted for it, and, with the assistance of a few Republicans (mostly members of unofficially dead), beyond all hope of resurrection, carried the bill.

—The Hon. William E. Niblack defends his action in drawing his share of the "back-pay swag" in a long letter, published in the Pike County (Ind.) *Democrat* of the 6th inst. Mr. Niblack's arguments against the grab are good. In fact, they are too good for one so good that they should convinced the honorable gentleman himself. In defending his own action, in taking the money after voting and working against the bill, Mr. Niblack makes a mistake. He believed the bill an outrage, and yet accepted its provisions. The only defense a man can make for accepting the money is to return it. It amounts to nothing to denounce the robbery, while retaining the "swag," and if the Hon. William E. Niblack wishes to retain the confidence of the people, he must return the increased back-pay to the Treasury, where it belongs. Mr. Niblack has heretofore been looked upon as one of the purest men in Congress, and his old friends will regret the necessity that compels a radical change of opinion.—*Evansville (Ind.) Courier—Republican.*

—Mr. Niblack is no longer eligible to Congress from the First Congressional District. If he was, the article which we copy from the *Courier* of yesterday would have peculiar significance. If the Hon. Sun would only copy and indorse the article, it would be a good thing anyhow, but we hardly hope for such a manifestation of independence on the part of the *Sun*. Mr. Niblack is a very clever fellow, and the best Democratic Congressman we know of. He displayed a good deal of wisdom in voting against the salary-grab—it is a pity he spoils his record by taking the money.—*Evansville (Ind.) Journal—Republican.*

—It is a plaintive sort of letter, with nothing insolent or bullying about it, but it will do the business for Mr. Niblack. He confesses that he didn't like to take money that came in that way, yet he needed it, and Congress undoubtedly had the right to pass the law, and after all his little share would not amount to much.—*Indianapolis Journal—Morton organ.*

—Why does not Senator Morton cover his back-pay into the Treasury, and thus relieve himself and his friends from unjust suspicions, as Senator Pratt and several of the Indiana Representatives have done? This thing of keeping the money where it will do the most good is not just the thing. We should be pleased to announce that Senator Morton had followed in the wake of his Senatorial colleagues in this particular.—*New Albany Ledger.*

—The Congressmen who, like Morton, intend to return their back pay after awhile will bear watching, especially when it is known that at the end of each month the Sergeant-at-Arms makes out a check for each member's monthly salary and sends it to him. Hence, those who did not promptly return their back-pay have been receiving their ten rats each month since the adjournment of Congress, and of these is Morton.—*Logansport (Ind.) Pharos.*

—Some men think that "if hell is done with it (back pay) or intend doing with it. Although they have used it or appropriated it to my private use, I have control of it, and intend to keep control of it until I am shown some person holding a better claim to it than I have myself. . . . He could point to many who had stolen more than he had. It was true that Ackerman had returned his back-pay, but he wanted to know whether or not he would keep the extra pay of his coming six years, holding that it is as much a moral wrong to accept the increased pay for these years, when he was elected under the $5,000 salary, as to accept of the back-pay.—*Lewis D. Campbell, at Hamilton, Ohio.*

—Only a few months ago and we were assured by the Republican press and the blowers and strikers of the party, that these very men [candidates for Congress] were models of virtue and propriety; that the principles of our forefathers would be subverted; that, in fact, the very foundations of our Government would be overturned, unless these honest, true, and patriotic men were elected to office. And how we are told by the highest authorities of the party that their tastes are naturally low, depraved, and corrupt, and that we must be very careful, kind, and indulgent to them, else they will disgrace themselves and the nation. In plain English, we must hire them to live decent, sober lives. From all this there can be but one of two conclusions, either the Republican press maligned and misrepresented the character of these men, in fact lied most outrageously, or else it is morally degrading to be a Congressman.—*Princeton (Ill.) Tribune.*

—Believing that the "partaker is as bad as the thief," we condemn all who received a dollar of that back pay. We see no difference in their guilt, whether voting for or against it; if they took the money.—*Maquoketa (Iowa) Excelsior.*

—The salary-grab finds no quarter in Texas. The Austin *Journal* says: "The people of Texas may have many things to regret, and some things to be ashamed of, but we do not think there is much danger of rewarding with future office the coarse and crafty men who took part in this outrageous plunder of the National Treasury."

THE CHOLERA.

What the Society of Physicians and Surgeons Said About the Presence of the Disease in This City.

A special meeting of the Association of Surgeons and Physicians was held yesterday evening at the Protestant Orphan Asylum, on Michigan avenue, near Twenty-second street. The meeting was called to order by Dr. Hyde, who nominated Dr. Owens as Chairman. Dr. Owens, on being elected, assumed the Chair and stated that the object of the meeting was to hear the report of physicians on the disease resembling cholera at present existing in this city.

Dr. Simons being called upon to speak, said he came rather to hear than to discuss the question himself. But, as he was considerably acquainted with the disease, he would make a few remarks. There was no doubt in his mind that the present disease was the real cholera, and the main question now was how to treat it. Over 100 cases had already occurred, of which forty-six had been fatal, and ten of them since last meeting. On the 8th of August he was called to see a man named Houlihan. At 3 o'clock this man came home with diarrhea, and soon after began vomiting and showed all the symptoms of the disease. On the same day he was followed by a Polander named Yaleland in the same condition. Yaleland was sent to the hospital and died soon after. A few days afterwards this man's wife and child were also taken sick with the disease, and soon after died. Other similar cases have come under his notice, and all showed the same symptoms. Yesterday Mrs. Baker died of the same symptoms, vomiting, purging, and cramps. Had also removed yesterday a man by the name of Nelson, who was now doing better. Most patients recover when remedies are immediately applied, and if not in a collapsed condition.

Dr. Bowen agreed with everything Dr. Simons had said, and had nothing new to add. He thought that electricity could be successfully applied.

Dr. Bert had treated but few cases. His first case was at No. 1011 Butterfield street. A boy was taken sick with the disease, and died half an hour after being attacked. All the other cases under his care were of a mild type. Almost the same kind of cases occurred in the southwestern part of the city. There was no doubt in his mind that this was the same disease they had in Germany in 1866. Hot water baths had been tried with great success. He had also tried it, and found them to be an excellent remedy. Our hospitals should be provided with them as soon as possible.

Dr. Hyde said he had written to several prominent surgeons in cities where the disease existed. He read a letter from Davis Halderman, of Columbus, Ohio.

Dr. Wood said that many cases had come under his observation that had been induced by surface well water. He deprecated the use of well water for drinking purposes.

Dr. Wood, of Gen. Sheridan's headquarters, said he had heard of a case on the West Side, corner of Kinzie and Carpenter streets.

Dr. Bartlett reported that there were no cases on the North Side.

Dr. Brooks said he had seen three cases of bad dysentery near Wright's Grove, but did not think it was developing into cholera.

Dr. Simons thought the disease rather spread by contagion than epidemic. The Germans had a habit of sleeping in a feather bed, which they would not destroy when some one with the disease had died in it, but would carry it along wherever they moved to. He continued by saying that several of the nurses in the hospital had been attacked, but had recovered.

Dr. Fort then made a lengthy speech, showing that the disease existing now in this city was the same they had in Germany in 1866.

After some further remarks by other physicians the meeting adjourned.

A REMEDY.

Mr. William P. Woodruff, of No. 149 West Madison street, who has had considerable experience with cholera patients, says that the following remedy for the disease had never been known to fail:

9 drachms of laudanum.
9 drachms of spirits turpentine.
9 drachms of spirits camphor.
90 drops of pure essential oil of peppermint.

In extreme cases (adults) one tablespoonful to a dose, to be repeated in one hour.

In moderate cases, one teaspoonful, to be repeated in one hour.

For children, 3 days to 2 years old, from three drops to half a teaspoonful of the mixture to a dose, to be moderated with pulverized sugar and water.

THE CITY IN BRIEF.

Garden City Division Sons of Temperance, the oldest organization of the kind in Chicago, will hold their nineteenth anniversary exercises this evening at the hall corner of Clinton and Randolph streets. There will be speaking, music, and refreshments.

The new schooner McVeigh left this port on Saturday last for Ford River, Green Bay, on her first trip. She is a handsome, well-built schooner, with three masts, is full canal-size, and is fitted out in first-class fashion. Her owner's name is G. J. McVeigh, a resident of Chicago.

A meeting of law-and-order people will be held at the Fifth Baptist Church, corner of Harrison and Sangamon streets, this evening. Addresses will be delivered by the Rev. N. F. Bavin, the Hon. A. L. Morrison, and other prominent gentlemen.

The Methodist Camp-Meeting will begin tomorrow at their grounds near Desplaines Station. Trains will leave the depot of the Northwestern Road on Kinzie street at 9 a. m., 3:30 p. m., and 6:20 p. m. Tickets for the round trip will cost $1, if bought at the depot; if not, full fare will be charged. Baggage free.

The Committee on Equalization of Taxes has not yet completed its equalization of the county assessment this year. The work on the real estate has been substantially finished, but the railroad returns were not received from Springfield till yesterday, and the personal property books will not be worked up. The Committee expects to report Friday. It is understood that about $2,000,000 have been added to the assessed value of real estate in Hyde Park, while the valuation in Lake, Jefferson, Proviso, and some other country towns has been reduced.

We have just received from the publisher, James Van Vechten, Esq., a copy of his new map of Chicago. Old in the business as Van Vechten is, he has succeeded in his last issue in accomplishing better work than he has ever done before. The new map shows distinctly, and without confusion of the old and ward boundaries, with the numbers of the latter, the lines of the burnt district and of the fire limits, and the parks and boulevards. The street index is brought down to date, and is in accordance with the ordinance passed last year, making Madison and State the base lines for the various streets. This map, which costs $2, can be obtained at the publisher's office, No. 134 Clark street.

THE COUNCIL.

Alderman Bond Elected Acting-Mayor.

McGrath Gets Angry and Makes Baseless Charges.

It Is Ordered that Matz, Gay, and Tilley Get Their Premiums.

Resolutions Offered in Favor of Eureka.

Extension of the Water-Pipes to Check Cholera.

Stand-Pipes in High Buildings---No Fire-Marshal Yet.

The Common Council met yesterday evening, Ald. McAvoy in the chair. Present: The Mayor and Ald. Bowen, Dixon, Warren, McGeniss, Cosy, McAvoy, Sidwell, Stone, Pickering, Tracey, Schmitz, Cullerton, McClowry, Clowry, Bailey, Powell, O'Brien, Bond, Clark, Kehoe, Heath, Miner, Sherwood, Moore, Cleveland, Quirk, McGrath, Eckhardt, Stout, Mahr, Lengacher, Schaffner, Carney, Cannon, Ogden, Brandt, Woodman.

IRON STAND-PIPES.

The following communication from the Mayor was referred to the Committee on Fire and Water:

The recent fire in the Singer Building, on the corner of State and Washington streets, has demonstrated that the hose in use, or any that can probably be obtained by the Fire Department, cannot be depended upon, with reasonable certainty, for the extinguishment of fires that may break out on the top of very high buildings. On the occasion of that fire, the report of the Fire-Marshal to the Board of Police Commissioners shows that eighty-three sections of hose were bursted in the efforts to force water upon the roof of the burning building. There was nearly a mile's length of hose put out of service in a couple of hours' work. Experience seems to demonstrate that hose, if it has been in service for some time, will not stand the pressure required when raised and kinked in dragging it up crooked stairways or over the sharp edges of cornice or angles at 50 to 100 feet above the ground. The engines possess sufficient power to force the water to the roof of the tallest edifices, but the hose can not be depended upon to resist the enormous strain to which it is subjected on occasions of fires in five, six, or seven-story buildings. It is very doubtful whether any reputable substance can be found from which to manufacture hose-pipe of the necessary strength and endurance. Hose deteriorates rapidly, and while it will remain of ample strength for a long time for extinguishing fires in structures of moderate height, it gives way at the critical moment when employed to throw water to the top of very high buildings, or over cornices and walls, in buildings of great altitude.

But this dangerous weakness can easily be remedied or avoided by substituting iron stand-pipes for rubber hose. This system has been fully demonstrated in several of the largest blocks in this and other cities. The utility of such iron pipes is not, therefore, a mere theory, but has been proven by actual test. If the Singer Building, for instance, was so modified as to require the owners of all buildings, of four or more stories in height, to erect iron stand-pipes of suitable diameter inside of the exterior walls, fronting on the streets and alleys, with hose couplings and gate-valves, on each of the upper floors, and projecting above the roof, steady and powerful streams of water could very quickly be brought to bear on the flames in any of the upper stories of the tallest structure in the city without bursting hose or delaying the firemen in their work. Where high buildings have a frontage of more than 50 or 60 feet there should be stand-pipes placed at a distance apart of not exceeding 50 feet at the rear as well as front wall, where accessible by an alley, the lower end of the pipe protruding through the wall to the outside thereof with a hose-coupling for the attachment of hose directly from the engine. I think it would not be advisable to run these pipes under the sidewalk to the curb, because they would be liable to be mistaken at night for the ordinary water-pipes, to the inconvenience, in case of frozen water in winter, which would lodge in the "trap," besides it would add largely to the expense of construction without any compensating benefit. The stand-pipes, with hose-couplings, and gate-valves, and stop-valves, the lower end passing through the wall a few feet above the sidewalk, and the upper end projecting through the roof, and resting in all about 100 feet of pipe, would be a small matter trifle compared with their value. They would probably save their cost annually in the reduction of insurance on buildings alone, as they would materially aid in confining fires, and, in combating fire, and greatly increase the chances of extinguishing them before serious damage was done. It must be apparent that the firemen could seize a section of hose and run up-stairs in the building or on roof and attach it to the coupling in far less time than they could drag several hundred feet up stairways, or hatch-ways, or outside over the wall and cornice, in the midst of smoke and flames. The value of property in a single building on fire by the use of iron stand-pipes may often exceed the aggregate cost of such pipes in all the high buildings in the business portions of the city. I regard their introduction as of vital importance, not only to the safety of such buildings, but of the city. I therefore recommend the passage of an ordinance making it obligatory on the part of all owners of high buildings to construct iron stand-pipes of proper diameter and to erect such buildings, under the direction of the Board of Public Works, the ordinance to be enforced by adequate penalties for neglect or refusal to comply with its terms.

Subsequently Ald. Bailey offering an ordinance, which was referred to the Committee on Fire and Water, providing that all buildings over four stories in height must have at least one three-inch stand-pipe.

THE LIBRARY BUILDING.

The Mayor submitted the following:

I herewith present to your honorable body a communication from the Board of Education in relation to exchanging the Library Building, Bridewell lot, and old Custom-House and Post-Office property; and also a communication from the Corporation Counsel stating that he has examined the title to said old Custom-House and property, and finds the title substantially good, and advises the passage of the accompanying resolution, which I herewith transmit. I recommend the passage of the said resolution, believing that the city will be advantageous to the interests of the city. The only step now remaining to be taken to perfect the exchange and vest the title to the old Custom-House and Post-Office property in the city is the passage of said resolution prepared by the law department.

The resolution, which is the one acted on by the Board of Education at its last meeting, was adopted.

THE ACTING MAYOR.

The following communication from the Mayor was read:

I propose to be absent from the city for an uncertain length of time after Wednesday or Thursday of this week, and I desire the Common Council to appoint an "Acting Mayor" at this meeting, as provided in Chap. 2, Sec. 3, of the Charter, Revised Edition, to serve during my anticipated absence.

Ald. Schaffner moved the Council proceed to the election of an Acting Mayor, and the motion was agreed to.

Ald. Cullerton nominated Ald. McGrath; Ald. Bailey nominated Ald. Bond; Ald. Pickering nominated Ald. Sherwood; Ald. Brand nominated Ald. McAvoy; and Ald. Sidwell nominated Ald. Dixon.

The first ballot was had, resulting:

Bond	15
McGrath	11
Dixon	9
McAvoy	1
Sherwood	1

The second ballot resulted as follows:

Bond	19
McGrath	13
Dixon	6
Sherwood	1
McAvoy	1

Ald. Dixon withdrew.

A third ballot was had, resulting:

Bond	20
McGrath	16
Dixon	1

Ald. Bond was declared elected.

Ald. McGrath felt complimented by his large vote, since he had asked no one to vote for him, and especially in view of the means resorted to to canvass against him. The Mayor had sent private letters to his colleagues, saying he would not have Ald. McGrath, who was elected, and in view of the great number of many Aldermen and citizens to have the Mayor leave. Had he been elected, which he knew could not have been the case, he would have labored to show the people he was not undeserving of their confidence. During his four years' term of office he had always worked for the people, and intended to be so hereafter. He had been elected to the State Senate by the largest majority given to any Senator, which was a gratifying mark of confidence as well as the large vote he had received for Acting Mayor.

In reply to the personal part of Ald. McGrath's remarks, the Mayor, who was present, and was greatly enraged, stated that that Alderman was a falsifier; that he had never written a line against him to any one; challenged any person to show anything of the kind, and defied any Alderman to show anything of the kind if he had it.

Ald. Heath asked leave of absence for four weeks, and it was granted.

COURT-HOUSE PLANS.

The communication from the County Commissioners, stating that they had adopted the majority report, awarding the first premium to Mr. Matz, was read and filed.

Ald. Stone moved to reconsider the vote by which the Council recommitted the report, and it was agreed to.

The motion to adopt the majority report, provided that that should not be construed as indicating any preference as to which plan should be used by.

The matter was discussed for some time, and then it was questioned whether the money could be appropriated by simply adopting the report, but it was stated that the money had already been appropriated, and could be paid on the order of the Council.

The majority report was then adopted,—yeas, 19; nays, 14,—as follows:

Yeas—McGeniss, McAvoy, Tracey, Schmitz, Cullerton, Powell, O'Brien, Bond, Sherwood, Moore, Cleveland, McGrath, Eckhardt, Stout, Lengacher, Mahr, Schaffner, Ogden, and Brandt—20.

Nays—Dixon, Warren, Cosy, Sidwell, Stone, Pick

FOREIGN.

Report that France Will Recognize the Carlists as Belligerents.

Twenty Republican Newspapers Recently Suppressed in France.

Additional List of Awards to Americans at the Vienna Exposition.

SPAIN.

MADRID, Aug. 18.—The *Epoca*, of this city, states that the French Government is secretly favoring the operations of the Carlists in order to strengthen the cause of the Count de Chambord.

The Spanish Consuls in France complain of the slackness of the French authorities on the frontier towards Carlists.

A Madrid dispatch of the 17th inst., the Carlist infantry force in Spain was by a clerical error stated to be 2,600 men. It should have been 36,000 men.

MADRID, Aug. 18.—Several persons have been sentenced to death by the Tribunal of Justice at Seville, for firing buildings by means of petroleum, while that city was occupied by the insurgents. Many others, charged with the same crime, escaped to Portugal, but a number of them have been arrested and surrendered to the Spanish officers.

The insurrectionalists in Barcelona discourage the burning of factories by their companions, desiring to believe that all such property will soon become their own.

MADRID, Aug. 18.—There is no truth in the dispatch sent to the Carlist Junta at Bayonne, reporting the capture of Berga by the insurgents. The attack was gallantly resisted by the Republicans, who, after a severe contest, defeated the insurrectionists and drove them from before the town.

The Carlist Junta of Bayonne announces the receipt of a second dispatch, which says that by the fall of Berga, the Carlists captured 1,500 prisoners, a large number of cannon, and much ammunition.

[Herald Cable.]

CARLIST HEADQUARTERS, TARQUERA, Aug. 18.—The French Government has taken the initiative step towards recognizing the Carlists as belligerents, having issued orders permitting the transit of arms and munitions of war between the two Custom-House lines in the south of France. A decree dated in March, 1805, which prohibits such transportation on the borders, is now rescinded by the Paris Government. The border authorities have been notified by circular, thus enabling the Carlists to dispense with the use of a steamer and that her capture.

The *Herald* correspondent at Cartagena, under date of Aug. 16, telegraphs that all women and children and non-combatants have been ordered to leave the city during the impending struggle.

The City of Murcia was taken yesterday by Hartenez Campos.

Firing has commenced at the Spanish fleet, under Admiral Lobos, blockading San Pedro.

The British commander refuses to surrender the insurgent frigates Vitoria and Numancia. Both are ordered to proceed to Gibraltar. The insurgent frigates Mendez, Nunez, and Fernando El Catolica, it is expected, will fight the Spanish gunboats off the Island of Escombreras.

The foreign ships lying in the Bay of Escombreras include the United States frigate Wabash, one French man-of-war, two Italian, and the British ship, Lord Worden, Surtionse, and four others.

FRANCE.

PARIS, Aug. 18.—Thus far during the month the Government has suppressed or forbidden the sale of twenty Republican newspapers in the provinces. The leaders of the Left intend to publish a protest against these suppressions, and to question the Government on the subject when the Assembly meets.

AUSTRIA.

NEW YORK, Aug. 18.—The *Herald* special from Vienna gives the following: Among those who have received the medals of merit are Ambrose, Miller & Co., of Akron, Ohio, for mowing machines; Bullock & Co., Cincinnati; McCormick, Chicago, reapers; Deere & Co., Moline, Ill., agricultural implements; Northern Pacific Railway, for map; States of Alabama, Indiana, and Tennessee, for minerals; Burckhoult, & Co., Cincinnati, oils; G. Fox, Cincinnati, starch; Dietz & Atkinson, Cincinnati, oils; Victor & Gamble, Cincinnati, soaps; Emil Seeuffer, Louisville, pyroline; Stein, Hirsch & Co., Chicago, starch; Wilson, Hinkle & Co., Cincinnati, books; William Beeor & Co., Cincinnati, stoves; Pope Bros., Cincinnati, mouldings; Lecleroc Bros., Gallipolis, O.; John Gallici, St. Louis; the cities of Cincinnati and Chicago, the printing-house for the blind, Louisville, Conrad & Haland, Morey, Louisville; Wisconsin Leather Company, Milwaukee; Bird Grosbeck, Cincinnati, stoves; T. N. McDermott, Cleveland; American Institute of Architecture, for plans of buildings; Astor Library, New York, for promotion of science; Cooper Institute, New York, for improvement of working classes; Sanford & Co., Cleveland, account book; Bureau of Engraving and Printing of Treasury Department, Washington; Julius Bien, Cincinnati, photographs; Henry Massler, Cincinnati, paints and colors; Henry Backnes, Cincinnati, photographs; Wilson Sewing Machine Company, Cleveland; Jones & Laughlin, Pittsburgh, shafting; Rogers' Wheel Company, Cincinnati, wheels.

Prizes were distributed at the Imperial Ridge school by Archduke Reamer, at 4 o'clock, Archduke Rainer, other Archdukes, and a short address in reply to which Archduke Charles Louis stated that he had received His Majesty's command to publicly have read a list of the names of exhibitors to whom diplomas had been allotted by jurors. Baron Schwarz then read a list and returned thanks. There will be an illumination of Prater this evening and a musical fete.

ITALY.

NEW YORK, Aug. 18.—A letter from Rome says: "The 'Syndic' has posted up a notice prohibiting all persons, under a pretense of making pilgrimages, whether singly or in groups, from passing through the city. It is regarded as a fanaticism not to be encouraged, and as a means used for keeping up political excitement, as well as detrimental to the public health in allowing a great crowd to come together at Assisi, or other similar places, which, with the very imperfect means of accommodation, might be attended with as serious harm as the Mussulmans' pilgrimages to Mecca, which have served to propagate the fevers and other maladies."

GREAT BRITAIN.

LONDON, Aug. 18.—Austin Bidwell, and his confederates in the Bank of England forgery case, were arraigned to-day. Counsel for defendants made an unsuccessful attempt to secure adjournment. The jury was sworn and the case formally opened by the prosecuting attorneys.

WEST INDIES.

HAVANA, Aug. 18.—A telegram from Puerto Principe says on the 12th inst. a body of insurrectionists, under command of Maximo Gomez, attacked a force of Spanish cavalry stationed on a cattle farm near Puerto Principe. After a short engagement the insurgents withdrew, but not before they had captured nineteen horses. The Spanish loss was thirty-one killed.

On the 17th the insurgents, commanded by Gomez San Quiti and other prominent chiefs, attacked the village of Yeguas, but were finally repulsed after a sharp engagement.

Annual Reunion of the Army of the Cumberland.

PITTSBURGH, Aug. 18.—The seventh annual reunion of the Army of the Cumberland will be held in Pittsburgh on the 17th and 18th of September. The local Executive Committee, of which Gen. James Negley is Chairman, and Col. Norman Smith is Secretary, have been at work for some time making arrangements, and there is every promise that the affair will be one of the largest ever held. The several sub-committees are making good progress in their work, and at a meeting of the General Committee, held last evening, reports made show that everything has been attended to, so far as can be. The Secretary exhibited an invitation prepared, which is to be sent to all members of the army whose name and address can be obtained. It will, of course, be understood that every soldier of the army is invited, and will be welcome. The names and addresses of all survivors cannot possibly be obtained. The following is the invitation:

COMRADE SIR AND COMRADE: The Society of the Army of the Cumberland will hold its seventh annual reunion in this city on the 17th and 18th days of September next. You are cordially invited to be present and assist in the business, and festivities of the occasion. Every effort will be made by the Committee of Arrangements to make the meeting a pleasant and interesting one, and we have reason to expect that this will be the largest gathering of the Old Cumberland that we have had for years. A cordial invitation is extended to our comrades of other armies to join us. The headquarters of the Society during the reunion will be at the Monongahela House. Please advise this Committee whether or not you will attend, in order that all arrangements may be completed. Very truly yours,

JAMES S. NEGLEY,
ARCHIBALD BLAKELY,
NORMAN M. SMITH,
Social Executive Committee.

NEW YORK.

Exports—The Panama Railroad and the Pacific Mail Steamship Company—Senator Carpenter and the Long Branch Scandal.

Special Dispatch to The Chicago Tribune.

NEW YORK, Aug. 18.—The *Shipping List* calls attention to the fact that the current exports exceed those of any year since 1861. Of 105 vessels which came in from abroad in three days, 36 were in ballast, while all outward-bound are full laden.

Several days ago the Panama Railroad Company undertook the consideration of a proposition to lend several hundred thousand dollars to the Pacific Mail Steamship Company, and take a mortgage on new steamers which are in course of preparation for service. This was opposed by some of the stockholders of the Panama Company, who were supposed to be associated with the "bears" in Pacific Mail, and a protest was prepared for service to-morrow. Not to be outdone by the "bears," the "bulls" made a counter-movement, and caused the following document to be prepared and circulated among the friends of the Panama Railway Company for signatures:

NEW YORK, Aug. 15, 1873.

To the President and Directors of the Panama Railroad Company:

We, the undersigned, stockholders of the Panama Railroad Company, hearing that the Pacific Mail Steamship Company desires to borrow of the Panama Railroad Company $500,000 for one year, say $250,000 on their new screw steamer Colon, and a like amount on their new iron screw steamer Costa Rica, and believing that the Panama Railroad Company is largely interested in, and will be greatly benefited by, the early completion and running of the Pacific Mail new iron steamers, do petition that you will make said loan, receiving as security therefor the aforementioned steamers, and a full assignment of all insurances thereon. We believe the security undoubted and ample, and we will pay for those two steamers was $900,000, $450,000 spices without the outfit, which cost $100,000 more, $50,000 each, making the entire cost $1,000,000.

Those interested in the latter document claim that they succeeded in obtaining the signatures of one-quarter of the whole number of stockholders of the Panama Railroad Company. Among those who have signed are Rufus Hatch, Musgrave & Co., Glendening, Davis & Amory, and Jameson, Smith & Catling. This paper will be served on the Panama Directors at their meeting to-day.

The demand of the Wisconsin papers that Senator Carpenter answer the charges lately made against him of immoral conduct at the Long Branch Hotel are not likely to be responded to. The family of the lady have appealed to the paper originating the report to forbear further comment, and have demanded of Carpenter that he shall take no further action in the matter, as Carpenter has written a letter, which he says will be his defense, from the proprietors of the West End Hotel, saying he was refused admittance only because the hotel was full. The proprietors, however, says that Thomas Murphy applied to them to write such letter, but they refused. The husband of the lady is now at Long Branch collecting evidence, and swears he means to proceed against the Senator or the newspapers, whichever is at fault. On application at the *Tribune* office he is said to have been told that the paper was prepared to prove all it had said. The husband is a friend and protege of the Senator, who got him an appointment to some office. A great effort is being made to conceal the name of the lady; but it is known, though there is no disposition to make it public.

[By the Associated Press.]

NEW YORK, Aug. 18.—The Mennonites who arrived here Friday have decided to make Minnesota their home, and will leave to-day for St. Paul.

The National Revenue Reform Association has addressed a communication to the Secretary of the Treasury, asking him to revoke a letter which was recently issued by Collector Arthur, of the Custom-House here, requiring merchants, in person, to make affidavits of entries. The letter adds that the real motives for the issuance of the order was simply the gratification of self-consequence, and to compel the personal attendance of the merchants in order to humble and still further hamper them with unnecessary and arbitrary requirements under the law.

John McLaughlin, the keeper of a soda-water fountain at the Staten Island ferry, and John Lyons, a fireman on a Liverpool steamer, fought this morning in a liquor saloon at No. 33 Washington street, and McLaughlin was kicked to death. Lyons escaped.

The cigar-makers of this city are signing a protest against the adoption of the patent cigar-box.

It is stated that four Customs Inspectors have been removed.

THE POTOMAC DISASTER.

Additional Testimony Taken by the Investigating Committee—The Engineer Acting as Bartender a Short Time Previous to the Disaster.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Aug. 18.—The testimony in the Wawasset investigation to-day conclusively showed that the engineer was accustomed to leave his engine-room, which was across the passage-way from the bar, and act as barkeeper during the absence of the latter. It seems that this barkeeper was in the habit of trading with the country people at the landings, and would leave the bar to attend to this business, as the boat approached the landing. The barkeeper himself testified that it was customary for the engineer to thus keep an eye to the bar, although he had no interest in it. Two witnesses testified that the engineer was dealing out drinks immediately before the alarm of fire. One witness swore that the engineer personally prepared a drink for him. Only one life preserver was used. There was a barrel of whisky on board. The investigation was conducted as during the preceding days, in a very careless manner, regardless of the rules of evidence. Witnesses were asked leading questions of all sorts, especially such questions, it would appear, as might set forth the theory of the blamelessness of the officers in the most favorable light. It was clearly shown that when the alarm was given the engineer seemed paralyzed and powerless; also, that many persons were crushed to their death by the revolving wheels, who might have been saved had the engine been stopped.

[By the Associated Press.]

WASHINGTON, Aug. 18.—The Wawasset steamboat investigation was resumed this morning. The testimony of a witness was to the effect that no particular person or officer of the boat was engaged in controlling the life-boats, possession of which had been taken by the passengers in such large numbers as to make them useless. The officers engaged on the fore part of the boat (steamer) were actively employed in trying to save the boat and passengers, but they were unable to pass aft, owing to the dense volume of smoke and flame.

The Cholera.

From the New York Herald and Post, Aug. 16.

CHOLERA IN CHICAGO.

Nobody, we trust, is alarmed by the rather startling dispatch we published last evening, which is repeated in the morning papers, of the presence and increase of cholera in Chicago. The news which the agent of the Associated Press sent over the wires was correctly given in the Chicago papers of three days ago, and had been attending cases for nearly three months! If this doctor really believes what he says, and it is true that in the cholera district there is not the slightest regard paid to the proper disposition of the discharges of patients, or to the disinfection of houses where people have died of the disease, then the marvel is that any man calling himself a physician should dare to confess that he was cognizant of such a state of things and held his tongue for three months. However, we happen to know something of that part of Chicago where this epidemic which has carried off forty-two persons since early in June last, is reported to exist, and there are deposits of liquid filth there as large in area as the City Hall Park, dense enough to float a mud scow, and several feet in depth. If Asiatic cholera could exist there a week and not sweep the whole city from that point in a frightful epidemic, then this form of the disease is less to be dreaded than dreld in the head, inside science, chemistry, hygiene, and the most transparent humbugs.

From the Galesburg (Ill.) Republic, Aug. 16.

John A. Patterson, Esq., of Monmouth, visited the *Republic* office last Tuesday. We learn from him that several cases of cholera have occurred at Little York, and that Nathaniel Brownlee had died of that disease.

From the Jacksonville (Ill.) Journal, Aug. 18.

John Pope, of Chapin, a well-known resident of the place, died suddenly with cholera, at 4 o'clock on Wednesday afternoon. During the forenoon he was walking about the streets of Chapin, and at 10 o'clock was taken sick, dying at the hour stated. For several days previous he complained of feeling unwell.

Four members of a family named Hatfield, living at Bluff City, were taken sick on Wednesday, and it was feared they could not recover.

Mrs. McLaughlin, wife of James McLaughlin, living three miles south of Exeter, died a day or two since of supposed cholera.

Mr. Van Meter, who for a long time has lived two miles south of Exeter, died on Sunday of cholera. The deaths of several children in the above neighborhoods are also reported.

Since writing the above, we learn of the death of Mrs. Pope, wife of John Pope, deceased, whose death is given above. She was attacked with cholera yesterday forenoon, and died at 6 o'clock. It is said that previous to death she turned almost black.

POLITICAL.

The New Party Movement in Minnesota.

Special Dispatch to The Chicago Tribune.

ST. PAUL, Minn., Aug. 18.—The third party movement is gaining. Winona, Ramsey, and Hennepin Counties will send full delegations to Owatonna. Hennesin will oppose the indorsement of Davis, and probably favor Ira Barton, of Northfield, President of the State Agricultural Society, for Governor. Barton is of Democratic antecedents. His nomination would result in a full opposition ticket, on which the Democrats might unite.

In this city a Workingman's Association has been formed, to co-operate with the farmers of Hennepin and other counties. Calls are addressed to all who favor the workingmen's movement against rings and monopolies. It looks now as though full State, county, and Legislative tickets will be run by the new party men.

Dubuque County Patrons of Husbandry to Hold a Picnic.

Special Dispatch to The Chicago Tribune.

DUBUQUE, Aug. 18.—The Patrons of Husbandry of this county and vicinity will have a picnic on Wednesday next, at a grove a few miles from here. D. W. Adams, Master of the National Grange, will be present and make an address.

S. S. Cox Accepts a Renomination for Congress.

NEW YORK, Aug. 18.—At a meeting of the German Democratic citizens of the Sixth Congressional District, held to-night, the Hon. S. S. Cox was unanimously nominated to fill the vacancy caused by the death of the Hon. James Brooks. After the meeting, a committee of two from the various wards in the District waited on Mr. Cox at his residence and tendered him the nomination, which he accepted in a graceful manner, promising unswerving fidelity to the Democracy of New York.

The Political Canvass in Ohio.

DAYTON, O., Aug. 18.—Senator Morton will open the campaign in Dayton, on Monday evening next, for the Republicans.

THE INDIANS

Report of the Investigating Commission on the Rawlings, Wyoming Territory, Massacre—The Apaches of New Mexico Leave Their Reservation and Threaten War.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Aug. 18.—The Special Commission appointed to investigate the Indian massacre at Rawlings, Wyoming Territory, in June last, have made their report. They find the Arrapahoes guilty. As to the best means to prevent such collisions in the future, the Commission recommend that the various reservations be surveyed at the earliest practicable day, and the boundaries and limitations thereof carefully and permanently established; and the Piute, Bannock, and other tribes instructed as to their metes and bounds. That the pass or permit system, which allows Indians to go beyond the limits of their reservation, should be abolished. The Commission argue at length in favor of preventing any Indian hunting excursion outside of the reservation, and suggest that this policy, which is to prevent these predatory habits, should be enforced and the fact made to understand, that by the cultivation of the land he may gain sustenance as well as by hunting, and thus gradually, under the influence of labor, schools, and other appliances of Christianity cease to be a savage and become civilized.

[To the Associated Press.]

WASHINGTON, D. C., Aug. 18.—Capt. Chisholm reports the killing of three Indians and capturing of horses stolen July 13 in New Mexico. Corporal Brattlings was killed.

Indian Agent Thomas reports, from Tulevesia, New Mexico, the 24th ult., that on demanding from the Apaches the notorious thief and murderer Chief Sanchs, they refused to give him up, and took their arms, saying they were ready to fight. An attempt to arrest Sanchs was followed by threatening demonstrations, and the next day Maj. Price and a few soldiers went to the reservation. The Indians, however, still acted in a hostile manner, declining to give up Sanchs, and, after holding a short council with Price, arranged for another the next day. That night, however, they broke up their camp, took their women and children, and went to the mountains. Three Indians were arrested by Maj. Price, and held as hostages for Sanchs.

Gen. Pope notified the Department that troops are in readiness to reinforce Price if he needs them. Dr. Thomas has requested Price to follow the Indians, and, if they refuse to return to the reservation, to take steps to protect the settlers.

WALL STREET.

Review of Money, Stocks, and Breadstuffs Market.

Special Dispatch to The Chicago Tribune.

NEW YORK, Aug. 18.—The bull clique have the gold market in their own hands, and nothing was done to-day except to hold gold firm at 112¼ to 112⅝. Probably the largest brokerage business on the continent is that transacted for account of the bull pool in gold. Their method is simply to buy lots of $5,000,000 to $15,000,000 of bears, and detail coin to importers, according to necessities of the latter, at the rate of $1,000,000 to $2,000,000 per day, and at a profit of ¼ per cent. When the course of trade favors the clique, the only capital required by the pool is fair credit at the Board, the bears being generally ready to borrow gold and deposit with bulls its equivalent in currency. This process is likely to go on from week to week until the pool becomes the owner of all the floating coin, and enable it to fix whatever premium will be most likely to fetch the largest return.

In stocks there was a general downward tendency, and but little doing. Money easy at 3 to 4 on acceptance. Collateral governments dull. The inquiry for flour was light. Nothing doing in wheat. Assortment of good No. 2 spring wanted. Oats unchanged. Corn firm.

War Department Weather Prognostications.

WASHINGTON, Aug. 18.—For New England, increasing northeasterly to southeasterly winds, falling barometer, rising temperature, and areas of rain followed by partly cloudy weather on Tuesday. For the Middle States and Lower Lakes, light rains during the night, followed by rising temperature and clearing weather, except on the immediate coast, where threatening weather may continue. For the South Atlantic States, rising temperature, with areas of rain to-night; clearing to-morrow. For the Gulf States, continued warm and partly cloudy weather, light, variable and threatening weather on the coast. For the Lower Ohio and Central Mississippi Valley, light, variable, to southerly winds with continued warm and cloudy or clear weather. For the Upper Lake region and Upper Mississippi Valley, light to fresh southerly winds, high temperature, and generally clear weather. For the Upper Lake Michigan westward, whilst threatening weather is probable for the northern portion of this region.

Overland Mail Robbery.

SAN FRANCISCO, Aug. 18.—The mail stage between Mokelumne hill and station, was stopped by two highwaymen, two miles from the city, who robbed the passengers of $4,000, rifled Wells, Fargo & Co.'s treasure box, and destroyed the mail papers. $4,000 offered as a reward for the capture of the robbers. They are in hot pursuit. The robbers are known.

RUN DOWN AT SEA.

The British Bark Abena Sunk on the English Coast by the Steamship Alabama.

Only Three of the Crew Saved by the Steamer's Boats.

NEW YORK, Aug. 18.—Steamship Alabama, from Glasgow, arrived to-night. Her Captain reports the sinking of the bark Abena, of Liverpool, from Montreal for Glasgow, as follows: Aug. 4, at 11:50 p. m., Bizabeth Light bearing west by south, 15 miles, wind northwest, sky cloudy, the ship steering west northwest, making about 8 knots per hour, lookout reported a light on the port bow. Shortly after, saw a red light. Then ported helm immediately; after last red light, put helm hard to port, and stopped the engines. Directly saw a bark heading up apparently about north-northeast, crossing our bows; reversed the engines full speed, notwithstanding which she came directly into us, striking us a little on the port bow, and a little abaft the bark's fore-rigging. The time from the collision till the bark sank could not have been more than five minutes. Stopped the engines. Lowered the quarter-boats to search for the survivors. Threw overboard buoys and ropes. One man swimming close to the ship caught a life buoy and was picked up by one of the boats. Another drifted along side of part of the wreck and was hauled on board. A third man rescued from the bark's boat, which was full of water. The boats continued in the immediate vicinity of the wreck for two and a half hours, but could discover no further traces of the crew. With some difficulty succeeded in getting one boat, but in hoisting up the other it got score and was sunk, but saved the men. Remained in the immediate vicinity of the wreck, steaming slowly around until 4 in the morning of the 5th, when, it being daylight and clear, and nothing further of the wreck was in sight, after a careful survey of our own ship, finding no damage, proceeded on our voyage. The names of the survivors of the bark are Wm. S. Chenck, Adolphi Horn, and Charles Denje. They reported the bark's name as the Abena. Of the crew of 25, Capt. Montgomery, from Montreal for Glasgow, with a cargo of grain and flour.

NEW YORK, Aug. 18.—Mr. O. M. Cousins, of Portland, Me., a passenger on the steamship Alabama, furnishes the *Herald* a detailed account of the collision by which the bark Ab ona was sunk. He says all the passengers of the Alabama awoke when the heavy thud of the collision was heard. Everybody rushed on deck, fearful that they were taking their last look at their staterooms. They lent their assistance to the officers in lowering the boats, but the arrivals of the davits were so rusty, and the ropes choked the blocks, and a quarter of an hour elapsed before the boats were launched. He described the scene graphically, and says one of the crew rescued was injured so badly that he spit blood for two or three days after. He says the Alabama pierced nearly half through the Abena just forward of her midships, on the starboard side. The Abena had seen the Alabama's light for an hour or more, and, thinking she was a tug, hoped to be towed up the Clyde. When struck, the Abena sank in about four minutes. The Captain, James Montgomery, of Ireland, Mr. Caldwell, one of the owners of the bark, five Englishmen, and one Swede went down with the bark. The three saved came on to New York in the Alabama. The cause of the collision was an order of the mate of the Abena to starboard his helm, which made the disaster inevitable.

West Down With All Hands.

HALIFAX, Aug. 18.—A vessel supposed to be the revenue cutter Wm. Stairs, was lost at York Point July 6, with all hands, fourteen in number.

DUBUQUE.

Church Corner-Stone Laid—Burglary—Horse-Thieves at Work—Suit to Recover Wharfage Illegally Charged—Held on Saloon-Keepers.

Special Dispatch to The Chicago Tribune.

DUBUQUE, Ia., Aug. 18.—The corner-stone of a German Evangelical Church was laid here yesterday, with the usual ceremonies, with singing, prayer, and addresses in German and English by the pastor of the Church, the Rev. F. F. Berner, the Rev. H. Ficke, and the Rev. Alderson, the latter of the Primitive Methodist Church.

The store of Burns & Co., at Masonville, was burglarized on Thursday night, and $300 stolen from the safe.

Horse thieves have made their appearance in this vicinity of late, and stolen several horses from farmers and others. Some of the horses stolen recently from this city have been recovered at Lyons. Officers from Muscatine are on the track of some of these horse-thieves, who appear to have made a systematic raid in horse-stealing along the river.

Cities along the Mississippi which have been charging wharfage to the steamers of the Northwestern line of packets will be called upon to pay the same to be commenced against them by Commodore Davidson, of that line. The aggregate amount to be sued for is about $50,000.

The officers of this city are enforcing the city ordinance requiring license to be taken out by saloon-keepers for selling liquors, and to pay $100 therefor. The saloon-keepers who refused to, have had their goods seized, to-day, and carried away to be dealt with according to law.

J. DAVIS.

He Makes a Brief Speech to the Southern Historical Convention at White Sulphur Springs.

RICHMOND, Va., Aug. 18.—Jefferson Davis addressed the Southern Historical Convention at White Sulphur Springs to-day. In speaking of the late war, he said: "We have been more cheated than conquered by the declarations of the Federal President, Congress, and Generals, for there never could have been a surrender had we anticipated what followed, and we would to-day have been free." He still had hope of the South, because whatever men might be never yet had such indomitable women, and, while men of this day are mightier than the principles for which they had struggled, he yet hoped the children who succeed them would grow up to maintain and perpetuate them, and redeem all that we had lost. Davis' remarks contain no sentiment of hostility to the Federal Government.

A resolution was offered by Admiral Semmes that His Excellency, President Grant, be requested to permit the Secretary of this Society to examine all the papers and archives of the Government captured by the Federal forces from the Confederates during the war, and to make copies of such of them as he may think fit. The resolution was adopted.

The Convention then adjourned, and the Historical Society met. A resolution was adopted admitting ladies who had lost relatives in the war to membership. The Society then adjourned to meet in Richmond at the call of the President.

Another Unfortunate New York Herald Reporter.

LOUISVILLE, Ky., Aug. 18.—A man named Lord, said to be the traveling correspondent of the New York *Herald*, has disappeared since Tuesday last, and fears of foul play are entertained. Lord left Shelbyville, Ky., that day for the purpose of visiting Eminece Fair. The horse he was riding was found the next day near Shelbyville riderless. Lord left a trunk and other articles at Shelbyville, and no possible cause can be assigned for his disappearance. He had considerable money on his person.

Our Fleet Reaches an Exalted Altitude.

NEW YORK, Aug. 18.—A Lima, Peru, letter states that on the 4th of July a party of American engineers employed on the Oroya Railroad hoisted the Stars and Stripes knee deep in the snow at the summit of the highest peak of the Cordilleras traversed by the line, and the highest point ever honored by the United States flag. Among the party present was W. P. Tobias and Job M. Tobias, of Illinois.

Beaten in a Saloon.

Special Dispatch to The Chicago Tribune.

UNION CITY, Ind., Aug. 18.—Last night upon the Ohio side of the town, in the saloon of D. Graber, a notorious character of this place named A. Wertschaller, was shot and afterwards brutally beaten with a hatchet by Graber and his son. The cause is supposed to have been an insult given by Wertschaller to the wife of Graber. Both parties were intoxicated. Wertschaller's recovery is doubtful. The would-be murderers are under arrest.

The Indianapolis Exposition.

INDIANAPOLIS, Ind., Aug. 18.—The Exposition Building, containing over 1,000 square feet of exhibiting space, will be completed this week. It has cost about $25,000. The space is nearly taken already. The reception of articles opens next Monday. From present appearances it is evident that every foot of thirty-six acres of buildings, yards, and pens will be occupied. The Art department will be the principal attraction, pictures having been secured from the studios of leading artists, home and foreign. Chicago, Cincinnati, St. Louis, Louisville, Philadelphia, New York, Boston, and other metropolitan towns contribute. Constant Meyers' "Consolation," a famous painting, has been secured for exhibition. The show of machinery and live-stock will be very large and interesting. Entries are made from fifteen States, and still they come. Nothing save downright disaster can prevent a gratifying success.

MISSOURI.

Gov. Woodson Issues Orders Relative to the Fulton Lynching Case—The Iowa Railroad Robbers.

ST. LOUIS, Aug. 18.—A special to the *Democrat* from Jefferson City says Gov. Woodson has issued an order to Judge Buckwardt, instructing him to convene a special term of the Calloway Circuit Court for the investigation of the lynching of Peter Kester at Fulton on Friday last; also instructing Attorney-General Loring to take charge of the prosecution. The special further says that a desperate encounter may be soon expected between the railroad train robbers and the Iowa Sheriff, armed with the requisition of the Governor. The encounter will probably take place in Lafayette, Clay, or Jackson Counties, where these robbers alternately rendezvous.

DISCIPLINE VS. WHISKY.

The Arrest of Gen. Custer—Destruction of Camp Liquors.

NEW YORK, Aug. 18.—A letter from the Yellowstone expedition says stir was created by the arrest of Gen. Custer by Gen. Stanley, and that Custer marched in the rear of his command one whole day before he was released. Custer's men denounced his arrest as an act of tyranny. Gen. Stanley also caused the destruction of all the liquors in the camp of the infantry sutler, the latter losing six barrels, and the cavalry sutler seven.

STILL ANOTHER.

A "Times" Compositor Bounced from a Halsted Street Boarding-House His Skull Fractured.

At about 11 o'clock last night, a young fellow named Malcolm McGregor met a young lady on Halsted street, and endeavored, as young fellows will do, to strike up an acquaintance with her. She repelled his advances, and, as she was near her dwelling, she turned towards it. On arriving at the house gate, she prepared to enter, when the young man laid his hand upon her shoulder and asked her to stay with him. She responded by rushing up a flight of stairs which leads into the house No. 320 Halsted street, shut the door behind her, and thought there was an end to her disagreeable adventure. But not so. McGregor followed her into the entry, and, with a coolness that must have been begotten by something more exhilirating than even the sudden fancy he had begotten for the lady, he entered the place, which is a boarding-house kept by a Mrs. Cassidy. Going up stairs, he went to the door of the room of one of the boarders, Charley Crane by name, and struck his head in. Crane cried out, "Whats these?" and jumped to his feet. McGregor answered, "One of the boarders," when Crane brought his into his second, and, with a blow from a heavy cane, knocked the latter down. Whether he timed his blow, or not, will be a question for a jury to decide, in the face of the many facts that have developed in the case, but the unfortunate McGregor fell to the floor down the front stairs, striking his head against the side post, fracturing his skull severely. The wounded man was found lying in a pool of blood at the foot of the stairs, and Crane was arrested and locked up in the same place. Dr. Horsey, who was sent for and examined the fracture, pronounced it a very dangerous one, and expressed as his opinion that, in all probability, the young man would die. He will be at once removed to the County Hospital. Here the medical men of the institution examined the fracture, and with a more hopeful view of the case, stating that the man will recover. The wounded man, although his skull was proved feeble, his wound bleeding so incessantly that he could not speak a half a dozen words with anything like reiteration, the only thing which he said that could be understood was that he was a printer and a compositor and worked for the Times. He is a young man of about 20 years of age, and of quite a respectable appearance.

ANOTHER POLICEMAN SHOT.

The Third Within Thirty-Six Hours.

Officer Cudmore, while trying to arrest one of three roughs whom he had followed up Victoria alley, was set upon by the crew, one of whom struck him on the back with another drew his revolver, and, taking deliberate aim, shot him through the right thigh, inflicting a very severe but not necessarily dangerous wound. All three men escaped, notwithstanding the efforts of a squad of men sent out to make the arrest. Cudmore is the same officer who had spring shot and killed a man while attempting to arrest Van Buren street. This makes the third policeman shot within thirty-six hours.

MARINE.

Port of Chicago.

ARRIVED.....Aug. 18.

Schr C. Gordon, St. Joseph, lumber.
Schr Rob Roy, Sturgeon Bay, lumber.
Schr Scotia, Muskegon, lumber.
Prop B. F. Wade, Port Huron, sundries.
Stmr Comet, St. Joseph, sundries.
Prop City of Traverse, Traverse City, lumber.
Prop New Era, Grand Haven, sewing.
Barge William Burn, Grand Haven, lumber.
Barge Mary Amanda, Grand Haven, lumber.
Schr Madison, Ludington, lumber.
Stmr Muskegon, Muskegon, sundries.
Schr Guide, Holland, lumber.
Stmr Muskegon, Grand Haven, sundries.
Scow D. R. Owen, Muskegon, slabs.
Prop Potomac, Buffalo, sundries.
Schr Kate Howard, Holland, lumber.
Schr Ebenezer, Ludington, wood.
Schr Lexington, Manistee, lumber.
Schr Ella Ellenwood, White Lake, lumber.
Schr M. Thompson, White Lake, lumber.
Schr R. Simmons, Muskegon, lumber.
Schr Arbutus, Manistee, lumber.
Schr C. L. Johnson, Muskegon, lumber.
Schr Honest John, Pentwater, lumber.
Schr Hahn Blood, Ludington, lumber.
Schr P. D. Sayer, Grand Haven, lumber.
Schr Ida Shaw, Holland, ties bark.
Schr Radical, Pentwater, lumber.
Schr J. P. DeCondars, Grand Haven, wood.
Schr Two Brothers, Muskegon, lumber.
Prop Lucerne, Muskegon, lumber.
Prop Rosia, Buffalo, sundries.
Schr Sardinia, Manistee, lumber.
Prop Norman, Marquette, sundries.
Schr Ida Shaw, Pentwater, lumber.
Schr Speed, Manistee, lumber.
Schr Gem, Pike's Pier, wood.
Schr S. Bates, Muskegon, lumber.
Schr D. C. Dousman, Muskegon, lumber.
Prop Ocean, Montreal, sundries.
Prop Java, Buffalo, sundries.
Schr Stella, Holland, bark.
Schr Andrews, Erie, coal.
Prop Plymouth, Buffalo, sundries.

CLEARED.....Aug. 18.

Schr C. Gordon, St. Joseph, 30 bris flour.
Scow South Haven, South Haven, 30 cds stone.
Schr Progress, Holland, 1 ton meal.
Schr Lavinia, Hamlin, sundries.
Scow Little Grey, St. Paul's Bay, sundries.
Stmr D. R. Owen, Muskegon, 2,000 bu corn.
Schr Skylark, Kingston, 16,174 bu wheat.
Schr M. L. Higgie, Kingston, 21,826 bu wheat.
Schr Joseph Paige, Buffalo, 44,000 bu corn.
Prop City of Traverse, Traverse City, 70 brls pork, and sundries.
Prop De Pere, Green Bay, sundries.

MISCELLANEOUS.

Stmr Muskegon, Grand Haven, 25 brls flour, and sundries.
Stmr Japan, Erie, 3,325 bu corn, 1,200 brls flour, and sundries.
Prop Ketchum, Buffalo, 28,000 bu corn, 13,000 bu wheat, 100 brls pork, 207 pigs lead, and sundries.
Stmr Owegatchie, Ogdensburgh, 9,000 bu wheat, 100 brls pork, 207 pigs lead, and sundries.
Schr Lake Forest, Port Colborne, 21,514 bu wheat.

Lake Freights.

There was a fair inquiry for vessels to load with wheat. Rates on corn to Buffalo were quotable at 4c, on wheat by steam, to; wheat to Kingston, 11¼c; to Ogdensburgh, 11¼c; to Oswego, 11¼c. Charters were: To Buffalo, Schr G. K. Nims, corn at to; prop St. Louis, wheat at 5c. To Port Colborne—Schr Lake Forest, wheat at 9½c. To Kingston—Schr G. K. Nims, wheat at 11¼c. To Ogdensburgh—Prop Home, to Montreal—Prop Lake Michigan, wheat through. To Collingwood—Schrs Winnie Wing and Montana, wheat at 11½c; prop City of London, corn at 9½c. To Ogdensburgh—Schr Ketchum, wheat at 11¼c. To Oswego—Prop New England via Sarnia—Prop E. P. Wade, corn, and rate on private terms. Total tonnage engaged to 140,000 bu wheat, 83,000 corn, 30,000 bu oats.

Vessels Passed Detroit.

DETROIT, Aug. 18.—Steamers—Passed Down—Props P. Sheridan, Winslow, Bradbury, Buffalo and barge, Schrs Thos. Quayle, Brighton, J. Moore, Geo. Davis, Trimmer.

Passed Up—Props Marquette and barges, Schrs J. Graham, L. Fox, Rice, Monteey, Augusta, E. Chandler, R. Winslow, E. S. Williams.

WIND—Northwest.

DISSOLUTION NOTICES.

DISSOLUTION.

The firm of H. F. Bancker & Co. is this day dissolved by mutual consent. All debts due the late firm will be collected by H. F. Bancker, who will continue business at the old stand.

CHICAGO, Aug. 18, 1873. H. F. BANCKER.
F. H. HOOPER.

DISSOLUTION.

The firm of Jennings & Stone heretofore existing as a general commission business, is this day dissolved by mutual consent. The business will be settled by C. Stone, who will receive for all debts due the late firm.

CHICAGO, Aug. 18, 1873. C. STONE.
H. JENNINGS.

SPECIAL NOTICES.

Schenck's Mandrake Pills.

These pills are composed exclusively of vegetable ingredients, and although they contain a powerful cathartic principle, they are so combined as to produce the best of results. They act directly up

THE CHICAGO DAILY TRIBUNE: TUESDAY, AUGUST 19, 1873.

MONEY AND COMMERCE

MONETARY.

Boston Fixtures, Aug. 18.

The amount of currency going to the country to-day shows a very considerable increase over any day of last week, and indicates an early movement of the wheat crop. Many of the banks were large sellers of New York exchange recently in order to get currency to meet consequently calls from the country. The $50 per $1,000 premium on Saturday to the per $1,000 discount to-day, and in the afternoon none of the usual buyers of exchange would bid any better than 30c per $1,000 discount. It is now thus when we only expect a big demand from the country for currency. The banks will be supplied from New York before many days.

Money continues abundant in this market yet, but the movement of currency will have a tendency to diminish the supply of loanable funds, because there will be a large amount of capital that will be rendered available for that purpose. Lending in the present abundance, it is unprofitable at the low rates now prevailing, and will be materially less during the crop movement. The supply of call loans will be limited as compared with last year, and the aggregate of deposits will decrease largely.

THE PREMIUM GOLD MARKET.

The premium gold market from New York to-day is quiet, but things that the $50,000 in gold was going up to-day was a mistake. There was an attempt to get up a scare, and make a temporary and insignificant advance in the price of gold, in order to let the bull speculators get out of a scrape which they have been engaged in for the last three or four days, and the probably gained their object. When the excitement in the gold room was over, and the bulls were all out, it was then ascertained that, in accordance with the expectation of past years, the exports of grain would increase in June and July. But, with the experience of three months, and reports of the changes know lower than usual at this season of the year, and there is now no prospect of imports of gold this fall. Everything in the aspect of our foreign trade now indicates an approximate balance of trade, and the supply of gold will be no more apt to come out than to go in. If the bull clique attempt any thing more, they may have the power to put up the price of gold, but they cannot keep it up. They will be compelled to sell out, and when they do so the price will fall. Everything in the aspect of our foreign trade now indicates an approximate balance of trade, and the supply of gold will be no more apt to come out than to go in. If the bull clique attempt any thing more, they may have the power to put up the price of gold, but they cannot keep it up. They will be compelled to sell out, and when they do so the price will fall. Everything in the aspect of our foreign trade now indicates an approximate balance of trade, and the supply of gold will be no more apt to come out than to go in. If the bull clique attempt any thing more, they may have the power to put up the price of gold, but they cannot keep it up. They will be compelled to sell out, and when they do so the price will fall.

The Panama Canal Company of Winnebago County, Wis., carry on a special dispatch to The Tribune, will to-day, etc. in a "Jay Cooke" fashion. Their agents will be held here, Hartig, supplies wanted from market until Jacksonville, Fla., Aug. 18. Hartig, supplies wanted from market until Jacksonville, Fla., Aug. 18. Hartig, supplies wanted from market until Jacksonville, Fla., Aug. 18.

On the other hand, the Lawrence, (Kan.) Journal says that the crop of that State, that they have no reason to believe that there will be less than 15,000,000 bu wheat. Wheat, Missouri, and Northern Illinois, will have a surplus of from 50 to 75,000,000 bu. Of this there will be required for home consumption and seed from 15,000,000 to 20,000,000 bu, leaving from 30,000,000 to 50,000,000 bu for export. But this year it is not impossible that the crop will be even larger than last year. Out of this there will be required for home consumption and seed from 15,000,000 to 20,000,000 bu, leaving from 30,000,000 to 50,000,000 bu for export. But this year it is not impossible that the crop will be even larger than last year. Out of this there will be required for home consumption and seed from 15,000,000 to 20,000,000 bu, leaving from 30,000,000 to 50,000,000 bu for export. But this year it is not impossible that the crop will be even larger than last year.

The Panama Canal Company of Winnebago County, Wis., carry on a special dispatch to The Tribune, will to-day, etc. in a "Jay Cooke" fashion. Their agents will be held here, Hartig, supplies wanted from market until Jacksonville, Fla., Aug. 18. Hartig, supplies wanted from market until Jacksonville, Fla., Aug. 18. Hartig, supplies wanted from market until Jacksonville, Fla., Aug. 18.

COMMERCIAL.

Wednesday Morning, Aug. 20.

The following was the receipts and shipments of the leading articles of produce in Chicago during the past forty-eight hours, and for the corresponding time one year ago:

RECEIPTS.	1873.	1872.
Flour, bbls	3,744	4,160
Wheat, bu	154,000	154,000
Corn, bu	154,000	154,000
Oats, bu	154,000	154,000
Rye, bu	154,000	154,000
Barley, bu	154,000	154,000
Grass seed, lbs	154,000	154,000
Hay, tons	154,000	154,000
Hogs, head	154,000	154,000
Cattle, head	154,000	154,000
Sheep, head	154,000	154,000
Hides, lbs	154,000	154,000
Tallow, lbs	154,000	154,000
Wool, lbs	154,000	154,000
Lumber, M ft	154,000	154,000
Shingles, M	154,000	154,000
Lath, M	154,000	154,000
Pickets, M	154,000	154,000
Salt, bbls	154,000	154,000
Coal, tons	154,000	154,000
Iron, tons	154,000	154,000
Nails, kegs	154,000	154,000
Lead, pigs	154,000	154,000
Zinc, lbs	154,000	154,000
Copper, lbs	154,000	154,000
Tin, lbs	154,000	154,000
Brass, lbs	154,000	154,000
Iron, lbs	154,000	154,000
Steel, lbs	154,000	154,000
Nails, lbs	154,000	154,000
Glass, boxes	154,000	154,000
Paper, reams	154,000	154,000
Books, cases	154,000	154,000
Boots, cases	154,000	154,000
Shoes, cases	154,000	154,000
Hats, cases	154,000	154,000
Caps, cases	154,000	154,000
Clothing, cases	154,000	154,000
Dry goods, cases	154,000	154,000
Groceries, cases	154,000	154,000
Hardware, cases	154,000	154,000
Tinware, cases	154,000	154,000
Woodenware, cases	154,000	154,000
Willowware, cases	154,000	154,000
Furniture, cases	154,000	154,000
Pianos, cases	154,000	154,000
Organs, cases	154,000	154,000
Sewing machines, cases	154,000	154,000
Agricultural implements, cases	154,000	154,000
Carriages, cases	154,000	154,000
Wagons, cases	154,000	154,000
Buggies, cases	154,000	154,000
Sleighs, cases	154,000	154,000
Harness, cases	154,000	154,000
Saddles, cases	154,000	154,000
Whips, cases	154,000	154,000
Robes, cases	154,000	154,000
Blankets, cases	154,000	154,000
Carpets, cases	154,000	154,000
Oilcloths, cases	154,000	154,000
Matting, cases	154,000	154,000
Rugs, cases	154,000	154,000
Mats, cases	154,000	154,000
Brooms, cases	154,000	154,000
Brushes, cases	154,000	154,000
Combs, cases	154,000	154,000
Soap, cases	154,000	154,000
Candles, cases	154,000	154,000
Oil, cases	154,000	154,000
Paint, cases	154,000	154,000
Varnish, cases	154,000	154,000
Turpentine, cases	154,000	154,000
Alcohol, cases	154,000	154,000
Whisky, cases	154,000	154,000
Beer, cases	154,000	154,000
Wine, cases	154,000	154,000
Liquors, cases	154,000	154,000
Tobacco, cases	154,000	154,000
Cigars, cases	154,000	154,000
Snuff, cases	154,000	154,000
Pipes, cases	154,000	154,000
Matches, cases	154,000	154,000
Fireworks, cases	154,000	154,000
Toys, cases	154,000	154,000
Games, cases	154,000	154,000
Sporting goods, cases	154,000	154,000
Musical instruments, cases	154,000	154,000
Jewelry, cases	154,000	154,000
Watches, cases	154,000	154,000
Clocks, cases	154,000	154,000
Silverware, cases	154,000	154,000
Plated ware, cases	154,000	154,000
Cutlery, cases	154,000	154,000
Guns, cases	154,000	154,000
Pistols, cases	154,000	154,000
Ammunition, cases	154,000	154,000
Powder, kegs	154,000	154,000
Shot, bags	154,000	154,000
Lead, pigs	154,000	154,000
Zinc, lbs	154,000	154,000
Copper, lbs	154,000	154,000
Tin, lbs	154,000	154,000
Brass, lbs	154,000	154,000
Iron, lbs	154,000	154,000
Steel, lbs	154,000	154,000
Nails, lbs	154,000	154,000
Glass, boxes	154,000	154,000
Paper, reams	154,000	154,000
Books, cases	154,000	154,000
Boots, cases	154,000	154,000
Shoes, cases	154,000	154,000
Hats, cases	154,000	154,000
Caps, cases	154,000	154,000
Clothing, cases	154,000	154,000
Dry goods, cases	154,000	154,000
Groceries, cases	154,000	154,000
Hardware, cases	154,000	154,000
Tinware, cases	154,000	154,000
Woodenware, cases	154,000	154,000
Willowware, cases	154,000	154,000
Furniture, cases	154,000	154,000
Pianos, cases	154,000	154,000
Organs, cases	154,000	154,000
Sewing machines, cases	154,000	154,000
Agricultural implements, cases	154,000	154,000
Carriages, cases	154,000	154,000
Wagons, cases	154,000	154,000
Buggies, cases	154,000	154,000
Sleighs, cases	154,000	154,000
Harness, cases	154,000	154,000
Saddles, cases	154,000	154,000
Whips, cases	154,000	154,000
Robes, cases	154,000	154,000
Blankets, cases	154,000	154,000
Carpets, cases	154,000	154,000
Oilcloths, cases	154,000	154,000
Matting, cases	154,000	154,000
Rugs, cases	154,000	154,000
Mats, cases	154,000	154,000
Brooms, cases	154,000	154,000
Brushes, cases	154,000	154,000
Combs, cases	154,000	154,000
Soap, cases	154,000	154,000
Candles, cases	154,000	154,000
Oil, cases	154,000	154,000
Paint, cases	154,000	154,000
Varnish, cases	154,000	154,000
Turpentine, cases	154,000	154,000
Alcohol, cases	154,000	154,000
Whisky, cases	154,000	154,000
Beer, cases	154,000	154,000
Wine, cases	154,000	154,000
Liquors, cases	154,000	154,000
Tobacco, cases	154,000	154,000
Cigars, cases	154,000	154,000
Snuff, cases	154,000	154,000
Pipes, cases	154,000	154,000
Matches, cases	154,000	154,000
Fireworks, cases	154,000	154,000
Toys, cases	154,000	154,000
Games, cases	154,000	154,000
Sporting goods, cases	154,000	154,000
Musical instruments, cases	154,000	154,000
Jewelry, cases	154,000	154,000
Watches, cases	154,000	154,000
Clocks, cases	154,000	154,000
Silverware, cases	154,000	154,000
Plated ware, cases	154,000	154,000
Cutlery, cases	154,000	154,000
Guns, cases	154,000	154,000
Pistols, cases	154,000	154,000
Ammunition, cases	154,000	154,000
Powder, kegs	154,000	154,000
Shot, bags	154,000	154,000

Wednesday, Aug. 20.

The following were the receipts and shipments of the leading articles of produce in Chicago during the past forty-eight hours, and for the corresponding time one year ago:

RECEIPTS.	1873.	1872.
Flour, bbls	3,744	4,160
Wheat, bu	154,000	154,000
Corn, bu	154,000	154,000
Oats, bu	154,000	154,000
Rye, bu	154,000	154,000
Barley, bu	154,000	154,000
Grass seed, lbs	154,000	154,000
Hay, tons	154,000	154,000
Hogs, head	154,000	154,000
Cattle, head	154,000	154,000
Sheep, head	154,000	154,000
Hides, lbs	154,000	154,000
Tallow, lbs	154,000	154,000
Wool, lbs	154,000	154,000
Lumber, M ft	154,000	154,000
Shingles, M	154,000	154,000
Lath, M	154,000	154,000
Pickets, M	154,000	154,000
Salt, bbls	154,000	154,000
Coal, tons	154,000	154,000
Iron, tons	154,000	154,000
Nails, kegs	154,000	154,000
Lead, pigs	154,000	154,000
Zinc, lbs	154,000	154,000
Copper, lbs	154,000	154,000
Tin, lbs	154,000	154,000
Brass, lbs	154,000	154,000
Iron, lbs	154,000	154,000
Steel, lbs	154,000	154,000
Nails, lbs	154,000	154,000
Glass, boxes	154,000	154,000
Paper, reams	154,000	154,000
Books, cases	154,000	154,000
Boots, cases	154,000	154,000
Shoes, cases	154,000	154,000
Hats, cases	154,000	154,000
Caps, cases	154,000	154,000
Clothing, cases	154,000	154,000
Dry goods, cases	154,000	154,000
Groceries, cases	154,000	154,000
Hardware, cases	154,000	154,000
Tinware, cases	154,000	154,000
Woodenware, cases	154,000	154,000
Willowware, cases	154,000	154,000
Furniture, cases	154,000	154,000
Pianos, cases	154,000	154,000
Organs, cases	154,000	154,000
Sewing machines, cases	154,000	154,000
Agricultural implements, cases	154,000	154,000
Carriages, cases	154,000	154,000
Wagons, cases	154,000	154,000
Buggies, cases	154,000	154,000
Sleighs, cases	154,000	154,000
Harness, cases	154,000	154,000
Saddles, cases	154,000	154,000
Whips, cases	154,000	154,000
Robes, cases	154,000	154,000
Blankets, cases	154,000	154,000
Carpets, cases	154,000	154,000
Oilcloths, cases	154,000	154,000
Matting, cases	154,000	154,000
Rugs, cases	154,000	154,000
Mats, cases	154,000	154,000
Brooms, cases	154,000	154,000
Brushes, cases	154,000	154,000
Combs, cases	154,000	154,000
Soap, cases	154,000	154,000
Candles, cases	154,000	154,000
Oil, cases	154,000	154,000
Paint, cases	154,000	154,000
Varnish, cases	154,000	154,000
Turpentine, cases	154,000	154,000
Alcohol, cases	154,000	154,000
Whisky, cases	154,000	154,000
Beer, cases	154,000	154,000
Wine, cases	154,000	154,000
Liquors, cases	154,000	154,000
Tobacco, cases	154,000	154,000
Cigars, cases	154,000	154,000
Snuff, cases	154,000	154,000
Pipes, cases	154,000	154,000
Matches, cases	154,000	154,000
Fireworks, cases	154,000	154,000
Toys, cases	154,000	154,000
Games, cases	154,000	154,000
Sporting goods, cases	154,000	154,000
Musical instruments, cases	154,000	154,000
Jewelry, cases	154,000	154,000
Watches, cases	154,000	154,000
Clocks, cases	154,000	154,000
Silverware, cases	154,000	154,000
Plated ware, cases	154,000	154,000
Cutlery, cases	154,000	154,000
Guns, cases	154,000	154,000
Pistols, cases	154,000	154,000
Ammunition, cases	154,000	154,000
Powder, kegs	154,000	154,000
Shot, bags	154,000	154,000

THE COURTS.

Injunctions Obtained -- Burton V. Bruce; Cross Bill--Attachment--Suit Against the Times for $50,000, Libel--Bankruptcy--Courts in Brief --New Suits.

John H. Dalcher and wife yesterday procured an injunction to restrain the sale of Lot 15 in Jacob Hagaman's and Bernard Schoenstein's subdivision in out Lot 29 of Canal Trustees' subdivision of the west ¼ of Sec. 5, 39, 14, mortgaged to Catharine Raap, alleging as a reason that defendant has foreclosed for non-payment of interest on the note, part of which interest they have received, and afterwards extended the time.

John McAllister gave a trust deed to William G. Clark, Trustee, on land in Winnebago County, to secure an indebtedness of $6,000, on a note to Polly H. Clark, and a like interest being mesned, the latter foreclosed and advertised a sale to the premises forfeited, which complainant had possession of by order of court on a petition in chancery, affirming that such sale can only take place at the north door of the Court-House, whereas the advertisement runs at the north door of the City Hall, and offering to pay whatever is due on a proper accounting.

BURTON V. BRUCE: PER CONTRA.

In Burton v. Bruce, in the United States Circuit Court, the defendant, John Bruce, yesterday filed a cross-bill in which he gives his version of the story, namely: that in November, 1866, he was looking for an investment, and found in plastic slate, a roofing material in which the defendant to the cross-bill was interested; that the two forming a partnership, and the latter to deed to Bruce certain lands as his share in Bruce's money. The bill alleges various grievances and shortcomings, and prays that Burton be decreed to make the conveyances agreed upon.

ATTACHMENT.

Robert H. Eddy yesterday obtained a writ of attachment against the firm of Hamilton & Gardner, late of the Caledonia Iron Works of this city, and now of Denver, Col., for the sum of $1,000, claimed for castings made for said firm in 1873, and filed affidavit for garnishment of Messrs. Wiltz, Anna Sporlander, and ——— Gardner. The lawyer who has charge of the case for the plaintiff wrote the names so badly that it is impossible to make sure of them, and may had to be guessed at.

IN BANKRUPTCY.

In the matter of Henry Koeber and of E. Philipp et al., the Assignee's reports of sales were confirmed and made absolute.

An order of dismissal in the matter of Drake & Wetherhall was made absolute.

An order was made allowing Assignee's sale of land belonging to the estate of William D. Estes, by public auction, after due notice.

John F. Wallace was appointed Assignee of the estate of Charles W. Anderson.

A meeting of creditors of George W. Phillips, jr., is to be held at 11 o'clock this morning for the election of Assignee.

THE COURTS IN BRIEF.

Charles H. v. Laura J. Stebbins is a bill for divorce, on the ground of adultery committed only yesterday. The wife is alleged to have been caught in flagrante delicto in a bed in a certain hotel in this city yesterday morning, with one J. W., otherwise H. D. Smedley.

A. S. Hubbard, Jr., yesterday commenced an action in assumpsit in the Superior Court, $3,000 damages, against Brainerd T. Smith.

Nellie Moore prays a divorce from her husband, William J., on the ground of cruelty, and because he procured a revolver at her instance.

George O. Marcy, of Massachusetts, again, and Illinois Board, this time against the Board of Supervisors of Warren County, in assumpsit, $20,000 damages.

Patrick F. Driscoll yesterday petitioned the Superior Court for mechanics' lien on the building of Jeremiah Fitzpatrick, on the southeast corner of Indiana and Twenty-second streets; also on the building of Henry Mahrdell, on the east side of Dickson street, south from, and near, Wabansia avenue.

To-day is the last day of service in the Superior Court for the September term.

James Weeks yesterday commenced a replevin suit in the Circuit Court against Abel A. Westergard, for a stock of boots and shoes of the value of $4,200.

Mark E. Hills yesterday commenced suit in the Circuit Court against Wilbur F. Storey, of the *Times*; case, $50,000.

E. Burnham & Son yesterday entered confession of judgment against J. S. Gavitt, in the Superior Court, for $198.19.

NEW SUITS.

In the United States Circuit Court.--George O. Marcy v. Board of Supervisors of Warren County, Ill.; assumpsit, $20,000.

In the Circuit Court.--$ 165--John McAllister v. Wm. G. Clark and Polly Clark; bill. $,166--James Perkins et al. v. Thomas Hall et al.; bill for partition. $,167--John H. Dilcher v. Catharine Raap; bill for injunction. $,168--Maria E. Mills v. Wilbur F. Storey; case, $50,000. $,169--Appeal. $,170--Appeal. $,171--Appeal. $,172--Patrick F. Driscoll and Jeremiah Fitzpatrick; petition for mechanics' lien. $,173--Patrick F. Driscoll and Henry Mahrdell; petition for mechanics' lien.

In the Superior Court.--44,669--Patrick F. Driscoll v. Jeremiah Fitzpatrick et al.; petition for mechanics' lien. 44,670--Brainerd T. Smith; assumpsit, $3,000. 44,671--Nellie Moore v. William J. Moore; bill for divorce. 44,672--Patrick F. Driscoll v. Henry Mahrdell et al.; petition for mechanics' lien. 44,673--Nathan Corwith v. Orvis Smith; confession, $5,000. 44,674--Martin Kennedy v. Catharine Kennedy and John and Margaret Mahoney; bill. 44,675--Sarah Bridgeman v. Thomas Greene. 44,676--Charles H. v. Laura J. Stebbins. 44,677--S. S. Hubbard, Jr., v. Brainerd T. Smith; assumpsit, $3,000. 44,678--Sarah Friedman v. James Allen; assumpsit, $900. 44,679--Suppressed.

BOARD OF POLICE.

A Meeting of No Very Great Importance.

The Board of Police Commissioners held their usual meeting yesterday afternoon, though it seemed impossible at first to get together owing to the crowd of office-applicants, Aldermen, and electioneers, who beset each Commissioner.

After the reading of the minutes, Commissioner Sheridan remarked that as there were some laws on the police-force, he would suggest that a regulation relative to giving police-officers time to attend divine service on Sunday, should be applicable to the Sabbath (Saturday) as well. It was agreed that the order should be so construed.

The Board proceeded to the usual routine business, and the examination of charges against officers.

Gustav J. Hopping, acting patrolman, was charged with "willfully maltreating a prisoner." The second should have been tried over a month ago, but, having taken the small-pox some five or six weeks since, the Board declined to order the presence of the officer out of regard to their own precious healths. The prosecuting witnesses not being present, the case was again continued until Friday, Aug. 22.

Officer Patrick Sullivan was charged with "sleeping on duty" and "intoxication." On investigation it was developed that Sullivan had been constantly on duty for twenty-four hours, and the testimony being rather indefinite, the charges were dismissed.

The case of Officer Richard Hamilton, charged with "neglect to treat superior officers civilly, and "drunkenness," was continued until Aug. 22.

Officer Phillip Carlin, charged with "conduct unbecoming an officer, intoxication, and arresting a citizen upon false charges," was found guilty and reprimanded.

Officer Francis O'Neil, one of the sixty-day probationers, whose gallant conduct in arresting the burglar Bridges is the act of robbing No. 154 Northern street, which was mentioned yesterday, was appointed a regular patrolman without further probation. It was stated that O'Neil caught the fellow removing the goods and, himself seriously wounded at the second shot fired by Bridges, succeeded in holding the latter until assistance came.

The Board proceeded to discuss the new $60,000 Station-House, about which no bids for the First Precinct, and determined to interview the Comptroller to learn when the money would be forthcoming. It is intended to pull down part of the old wooden shanty now used as a station at the corner of Harrison street and Penn avenue, and to commence the new building as soon as possible. It will be a two-story brick structure, 50x101 feet in size, two stories and a basement, the latter to rise 6 feet above grade so as to be light and airy.

The opinion was expressed by all the members of the Board, that if the new buildings did not appear faster, the city would soon have several more engines for which there would be no station.

The Board therefore adjourned with the intention of visiting Comptroller Hurley at as early a day as to see if he can hasten matters.

NIGHT-SCHOOL.

To the Editor of The Chicago Tribune:

Why is it we cannot have night-school at the Haven School? There are a great many men of it in that neighborhood, and plenty of room. I wish the Board of Education would take this matter into consideration. Young men and women have to work for a living, will then have a chance to learn something, as it is needed, and ought to have it at any price.

C. B. W.

Chicago, Aug. 18, 1873.

CITY REAL ESTATE.

FOR SALE--GOOD LOTS ON THE FOLLOWING streets: State, Burnside, Butterfield, Arnold, Garfield, Hoyne, Bishop, Wallace, Sumner, Winter, Murray, and Halsted; also on Wentworth, Shields, Twenty-fifth, Twenty-sixth, Twenty-seventh, Twenty-eighth, Twenty-ninth, Thirtieth, Thirty-first, Thirty-second, Fortieth, and Thirty-fifth sts. This property is Warranty deeds. A very small payment down, five years' time, 8 per cent interest. No agency business. Apply to owner, ALBERT DEANE, 116 Monroe-st.

FOR SALE--LOTS NEAR THE NORTHWESTERN car shops and Central Park; Lots fronting Lake, Madison, Park, Washington, Warren, and Crawford-aves., streets, and on large tract of land to be laid out and will be sold on easy terms. Apply to W. D. KERCHOFF & CO., 62 East Washington-st.

FOR SALE--LINCOLN PARK--LOTS FRONTING Park, Fullerton, and Orchard-sts., and Lincoln-av., in the neighborhood of Lincoln Park; street railway within a few rods; choice lots and on very easy terms. Apply to W. D. KERCHOFF & CO., 62 East Washington-st.

FOR SALE--CLARK-ST., CITY LIMITS, 175 FEET north of Van Buren-st., only $40.00--the cheapest lot on the street. $10.00 cash secures 3 years at 8 per cent. This lot is well worth $100. After Oct. 15 it will be withdrawn unless taken at once. J. ESAIAS WARREN, 18 Chamber of Commerce.

FOR SALE--WABASH-AV., SOUTHWEST CORNER of Thirty-first-st., 66x132 feet.

Wabash-av., southeast corner Thirty-fifth-st., 66x132 feet.

Wabash-av., northwest corner Thirty-fifth-st., 66x170 feet.

Wabash-av., 30 years' lease, near Eldridge-court (with house), 66x170 feet.

J. ESAIAS WARREN, 18 Chamber of Commerce.

FOR SALE--Six60 VINCENNES-AV., IN THE grove, between Egan and Oakwood-ave., at $25 per foot, 100 feet corner Langley-av. and Forty-first-st., $30. E. F. READ, 181 LaSalle-st., Room 4.

FOR SALE--A GOOD HOUSE AND LOT WEST OF Union Park, on monthly payments. WHIPPLE & CLARKSON, 128 South Clark-st.

FOR SALE--WEST ADAMS-ST., SOUTHEAST CORner of Sixteen, two-story and basement brick house. Price for corner house, $5,500; inside lot, $5,000. House in perfect order; this perfect; easy terms. J. ESAIAS WARREN, 18 Chamber of Commerce.

FOR SALE--BY STEDMAN, POPE & CO., 70 EAST Washington-st.:

- 66x132 ft on West Adams-st., cheap.
- 66x132 ft on Thirty-sixth-st.
- 66x124 ft on Rokeby-st., near Douglas Park, cheap.
- 7 half-acre lots in Cook & Anderson's Subdivision at a bargain.

40 acres in Sec. 10, 39, 13.

FOR SALE--A CHOICE LOT FRONTING ELLIS Park, $4,100. H. J. GOODRICH, 125 Dearborn-st.

FOR SALE--BY MORRY & MAGILL, 77 CLARK-st., Room 3, Chamber of Commerce, on Commissioner's terms, one quarter cash, balance in one, two, three, four, and five years, the following valuable property:

$2,000--Lot on Monroe-st., near Robey, 24x100 feet.

BEANE'S CRIME.

Additional Particulars of the Sag Bridge Disaster.

(Continued from First Page.)

Penitentiary only a few months, but had by his courtesy and general management endeared himself to the employes of the prison as well as the community at large. During his brief career at the prison he had inaugurated many reforms, had satisfied expenses, and was giving the utmost satisfaction. His administration could not have been but highly successful.

MR. PLEURY

was also connected with the prison as purchasing agent. The bodies of the deceased passed through here on this evening's train in charge of friends for Springfield, their former home.

DR. CANNIUM,

one of the Penitentiary Commissioners, arrived here last evening, and is now Acting Warden, until the Board can meet and fill the vacancy.

Philo Beveridge, son of the Governor, was in the city to-day, and said there were no less than five applicants for the position of Warden already. Among other applicants, he mentioned a Mr. McGee, of Canton, Ill., and Maj. Pinkham, of Springfield, both of whom were applicants for the position when Mr. Smith was appointed. Rumor has it, also, that Dr. Canisius is an applicant. It is generally believed here that some one of the present Commissioners will be appointed, and that Dr. Canisius is the man.

THE DEATH OF JAMES O'NEILL.

The announcement of the death of James O'Neill, in Chicago, one of our merchants, who was on the ill-fated train, is another sad chapter in the affair. Mr. O'Neill was about 26 years old, was doing a good business on Bluff street, and had been to Chicago to transact some business with his brother. He leaves a wife to mourn his sudden end.

THE CONDUCTOR.

to whose negligence the disaster is attributable, was in the city yesterday, but this morning his wife said to your correspondent that he had disappeared; she did not know where he had gone. It appears that Beane has been in the employ of the Alton Railroad several times, and as often been dismissed for reckless carelessness. About a year ago he was conductor on the same train, and, by disobeying some order, caused a serious accident. He was removed at once, but soon after, reinstated, and has occupied the same position up to the time of the recent calamity.

HOT THE FIRST ACCIDENT.

The accident of Saturday night was the third on this road of a serious nature, of the past week, between Bloomington and Chicago, two of which were deserving of human life. There is great indignation among the people here at the managers of the road, who, it is claimed, do not exercise proper care in the selection of employes. The road agent at this point comes in for his share of censure from the ugly spirit he has manifested toward inquiries for news since the late accident.

INTERVIEW WITH BEANE'S WIFE.

I have just had an interview with the father and wife of Conductor Beane. The father has not seen him for several days. He appeared very solicitous about him. His wife was overwhelmed with grief, and protested that her husband was not responsible for the disaster. She says he came home yesterday morning, with the surviving passengers from the wreck, and told her all about the collision. She says he received no instructions whatever from the agent at Lemont; that the instructions were given to brakemen, and not to him; that the brakemen were new men, and did not know their duty. She says that a few moments before the collision, he looked at his watch, and thought of the danger, and ordered the brakeman to apply the brakes. This statement is confirmed by a brakeman, a brother of the conductor. She says her husband was in the caboose at the time, and, when the trains met and before the destruction, he was sure he was not killed. She says when he came home he was almost crazed, and that he left home because his life was threatened by a brother of John Metzger, of this city, who was killed in the collision. His wife stated that that was home all day yesterday, but that between 8 and 9 o'clock last night he left. She insisted that she did not know where he was; that he did not tell her that he was going away, and that she had no means of knowing where he was. She thought it was likely he took the 10:30 train on the Alton Road south. He had money, but took it with him. She was very anxious to know what would be done with him, and said that if he could be assured of protection from a mob, he would return and surrender himself to the authorities. Beane is about 24 years old, 5 feet 4 inches high, and of rather genteel appearance; has dark chin whiskers and mustache; is temperate, but excessively nervous. His wife is in a critical condition. The police authorities say they believe that Beane is lurking around the city, but as yet they have made no efforts to arrest him. It is more than likely that he will surrender himself in a few days. The city is full of excitement, and it would not be safe at this time for him to make his appearance.

FROM SPRINGFIELD.

ACTION OF THE COUNCIL AND CITIZENS.

Special Dispatch to The Chicago Tribune.

SPRINGFIELD, Ill., Aug. 18.—During the entire day the flags on the State House and newspaper offices in this city have remained at half-mast, and but little business has been transacted, so deeply impressed are our people with the fearful disaster which deprived them of four estimable citizens. The City Council met this afternoon at 3 o'clock, and passed resolutions of respect for the dead and condolence for the bereaved relatives. A citizens' meeting was held at 6 o'clock, and a committee of arrangements appointed and a programme adopted for the funeral to-morrow. The Committee was invested with power to do all things necessary to carry out the programme. Gen. John A. McClernand was appointed Chief Marshal, and appropriate resolutions were adopted. The bodies are expected to arrive in the morning at 4, and the citizens will receive them at the depot. The funeral will take place from the State House at 2 o'clock in the afternoon. Appropriate religious services will be held. All the city clergy have been invited to conduct this part of the exercises. Gov. Beveridge will deliver an appropriate address. The City Council of Alton and citizens will attend in a body. The Masonic and other benevolent societies will turn out en masse, and it is probable the Fire Department will, also. Business houses and public offices are to be closed during the day, and the citizens altogether will unite in paying the last sad tribute to the departed dead. A deep-seated indignation exists here toward the officers of the road, who so unfeelingly kept every avenue of information closed to anxious friends during nearly the entire day yesterday, although frequently importuned as to the extent of the disaster.

SUGGESTIONS.

HOW TO HAVE CORRECT TIME.

To the Editor of The Chicago Tribune:

SIR: Pullinger, the engineer of the coal train that was the cause, by its being out of position, of the terrible accident on Saturday night, pleads in justification of his taking his train away from Lemont that his watch was *fifty minutes out of the way.*

Among the many additional means for the prevention of accidents that this affair should suggest to railroad managers, not the least practical would be the daily supervision by train dispatchers, or other officials, of the time-pieces carried by engine-drivers. When the thought comes home that hundreds of lives and thousands of dollars in property are hourly dependent, upon all our railroads, upon the correct running of the engineer's watch, it seems remarkable that the subject is not one of the most careful regulation by railroad managers. And yet a seeming carelessness in this important matter seems to prevail. An engineer is left to supply himself with any kind of a timepiece that suits his taste or purse, and, many times from lack of means will not be apt to obtain one of a reliable and perfectly trustworthy character. The watch deceives him, and the consequences were seen at Willow Spring on Saturday night. We believe but one railroad in this country have ever taken practical measures in connection with this matter. The Pennsylvania Railroad have for years made a first-class watch a part of their engineer equipment. Every engine upon the road has its watch numbered to correspond with the number upon the engine, and controlled by are purchased by the Company, and controlled by the proper officers. In the office of each Division Superintendent hangs a watchmaker's board with numbered hooks for all the watches and engines belonging to that division. When an engine goes out upon a trip the watch is taken from the hook. When it returns, the watch is replaced, and while in the office is run with the regulator. As a consequence, all the engines upon the road are being run upon a uniform time, and no record has yet been made of an accident resulting from a discrepancy of watches. Railroad officers everywhere have indorsed this system as a valuable aid in the prevention of accidents, but so far a desire to economize (?) has prevented its adoption by other roads. A few more reports like that of engineer Pullinger's, compiled to the balance sheet of the Alton Railroad after making up damages and settlement of suits, will place the economical side of the question in another light. ECONOMY.

DOUBLE TRACKS.

To the Editor of The Chicago Tribune:

SIR: I have no doubt that ninety-nine hundredths of accidents by collision of railway trains would be prevented if all railways had double tracks. The question is, how to compel the Companies now using single tracks to double them, without compromising their chartered privileges. I answer, by the Legislature enacting such penalties for collisions, or other accidents occasioned by the single-track and switch nuisance, as to make it their *interest* to do so. A penalty of not less than $100,000 for every collision, to be paid to the State for the benefit of its charitable institutions, and of $10,000 in addition, for every life lost, to be paid to the families of those killed by such collision, would, it seems to me, be legislation in the right direction.

No new charters should be granted for single-track railways.

I am largely interested in railway stocks myself, and am satisfied that double tracks would quadruple the income of many of our roads, accompanied with a reasonable reduction in fares and freights; and for this reason, if for no other, I should advocate double tracks on those roads in which I am interested. But the question of safety is broader, and one which more legitimately is to be considered by our Legislature. A RAILWAY STOCKHOLDER.

OTHER RAILROAD CASUALTIES.

BLOOMINGTON.

Special Dispatch to the Chicago Tribune.

BLOOMINGTON, Ill., Aug. 18.—On last Friday night, about midnight, the regular north-bound freight, No. 13, of the Chicago & St. Louis Railroad ran into the rear end of a wild train which had stopped at the tank at that place for water. As the train was running at full speed the crash was terrible, the engine burying itself in an old passenger car which was used for a caboose, and in which were several passengers. One of these, an Irishman named Hogan, who has relatives here, was severely if not fatally injured. Several ribs were broken and his lungs injured. He lies in this city in a most critical condition. Another passenger named Buffham, formerly a resident of Lincoln, Ill., but now a banker of Iowa, was thrown from the car and picked up insensible. He has since rapidly recovered. No railroad men were injured. Several freight-cars were demolished in addition to the passenger-car and the engine.

The accident was undoubtedly the result of carelessness in the conductor of the wild train, in not sending out a flagman to check the regular.

On Saturday, while the employes of the road were engaged in removing the debris of this wreck, a switch rope parted under the strain of an engine pulling it, one and recoiled among a crowd of men, breaking the arm of Ad. Haley, of this city, and severely injuring a man named Wheeler.

Yesterday afternoon a German named Wiseman, a brakeman on the Chicago & Alton Road, was crushed between two cars at the depot in this city, so that he cannot recover. He has friends at Ashland.

Although the series of severe and horrible accidents on this road of late has been most remarkable, it is a fact that none of them have been caused by any carelessness or inattention to duty on the part of the management or in the telegraphic force. The mistakes which have been made, and which have led to such terrible results, are those of old and experienced trainmen, who for years have been safely entrusted with human lives and the property of the road.

ALTON, Ill.

ALTON, Ill., Aug. 18.—On Saturday afternoon last a man named Fitzimmons, Station Agent at Nameoda, in this county, was killed on the Toledo, Wabash & St. Louis Road by being run over by a hand-car. He leaves a wife and seven children.

DETROIT, MICH.

DETROIT, Aug. 18.—On Saturday a young son of Dr. Yeomans was at Woodbridge street when the Milwaukee train slowly passed the crossing, and he caught the platform railing, by holding to a car for a short distance, but missed his footing and went under the wheels, crushing both legs, and died of his injuries last night.

AMUSEMENTS.

HOOLEY'S THEATRE.

After doing good service for the drama in this city, Mr. Hooley has committed the error of producing upon the boards of his theatre a sensational, stupid piece, which possesses no other merit than that its suggestive name has placed it in demand among managers. We have been favored with "The New Magdalen" for some time, but it was appropriately produced for the first time at the Globe Theatre, which it should have been allowed to remain. It is impure in every way. It is not a portrait of social life, but rather a combination of absurdities from beginning to end, and as different from the bright things we have been accustomed to see at Hooley's as is possible to conceive. The heroine of the romance is a woman of the town. This one insignificant drawback excepted, she is a paragon of virtue, full of intense sympathy with what is good; generous, forgiving, exalted in her moods, noble in her sacrifices, and unusually handsome. It is true she is guilty of such peccadilloes as lying, theft, and fraud, added to that trifling lapse of virtue which constitutes the novelist depict a virgin, judging from the size of the wound. Officers were detailed all day yesterday, under the charge of Sergt. Fox, dressed in citizens' clothes, endeavoring to capture the criminals, but so far have been unsuccessful.

Officer Cahill, who lost his life in the discharge of his duty was a German, about 37 years of age, and leaves a wife and four small children to mourn his untimely end. He had been on the force about five years, and is spoken of by Sergt. Fox and his brother officers in the highest terms of commendation as a sober and efficient patrolman. He belonged to one or two German benevolent associations, as also to the Police Protective Association. By industry and frugality he had acquired a comfortable home of his own, and this, together with the money derived from these sources, will materially assist his distressed family.

The excitement in the locality has affected an unfortunate, who has been locked from the inside, and the key left in the lock. The man who, created were evidently professionals, as the marks of the nippers used were plainly to be seen on the fastenings. The time for the commission of the deed was apparently just long enough to enable the villains to force open the door, preparatory to operations, when surprised by the officer.

The locality where this occurred is a rapidly growing section of the North Division, and the lonely appearance of the locality seems to have induced the villains to select it as a favorable one for their operations. The officer immediately repaired on the lamp-post for assistance from the Police Station, which is situated not more than half a block distant, and from which he had reason to expect instantaneous aid. Without awaiting the arrival of assistance, he dashed across the road to seize the burglars, when they took to their heels and ran down Lincoln avenue towards Clark street. A smaller man then rushed out of the house, and, seeing the officer, immediately drew a revolver and fired at him, and then fled west on Webster avenue, the officer pursuing. The burglar, finding that he was too closely pursued by the officer, when about one block west of Lincoln avenue, turned and fired a second shot, this time with fatal effect, the ball striking Jacobs in the neck, when he fell to the ground mortally wounded. He lay in this condition, attended by bleeding copiously, for a few moments, when he rallied his remaining energies, and staggered over to the Police-Station and reported the occurrence.

Sergt. Fox at once detailed the entire available men, four in number, to the locality, and endeavor to secure the perpetrators of the foul deed, but their efforts were fruitless, as the wounded man could give no description of the man owing to the darkness. The news which prevailed at the time of the shooting. The officer who, in company with Officer Jacobs, was in pursuit of the murderer, was from an old sailor woman, living on Webster avenue, who, on hearing the report of the fatal shot, ran westward on Webster avenue, and on coming on further toward Clark street, saw Officer Jacobs lying in the street just in the act of rising. This circumstance, coupled with the fact that a pair of Jacobs's slippers, No. 5, evidently worn by the assassin, were afterwards found in that vicinity, go to prove that the young man she saw running was the murderer. Jacobs's appearance, on rising was the murderer. Jacobs's appearance, on rising was the murderer. Jacobs's appearance, on rising